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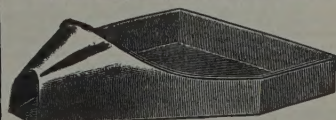
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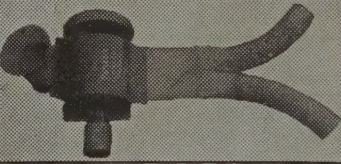
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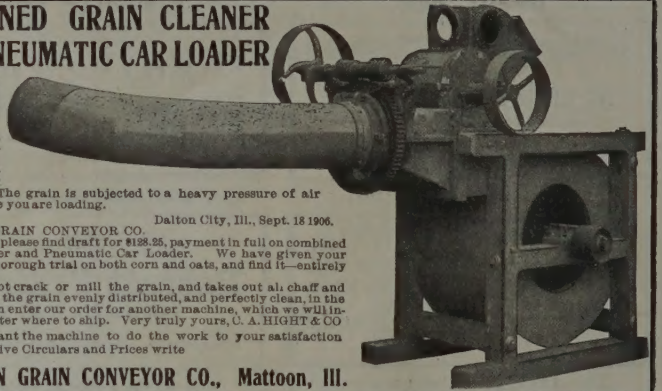
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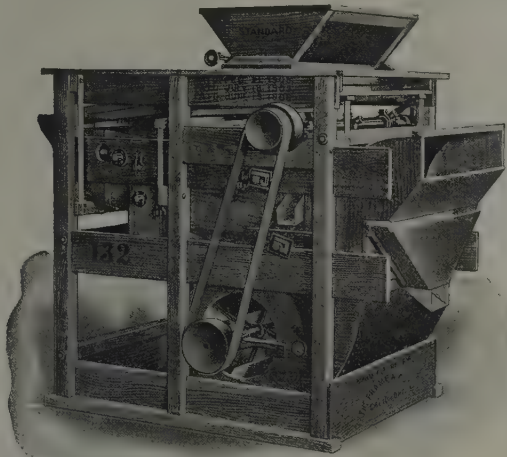
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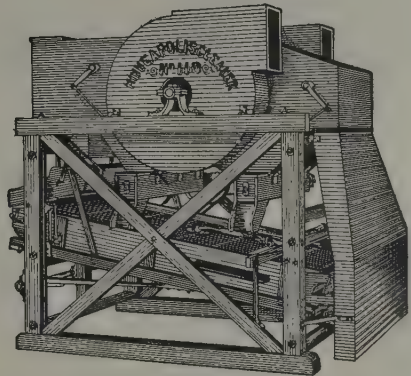


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For the use of country grain buyers in keeping a record of grain received from farmers.

It is 9½ x 12 inches, contains 160 pages, giving room for records of 3,000 loads. Its column headings are: Month, Day, Name, Kind, Gross and Tare, Net Pounds, Bushels, Pounds, Price, Dollars, Cents and Remarks. The book is printed on Record Linen Ledger Paper and is well bound in strong board covers, with leather back and corners. Price, \$1.50.

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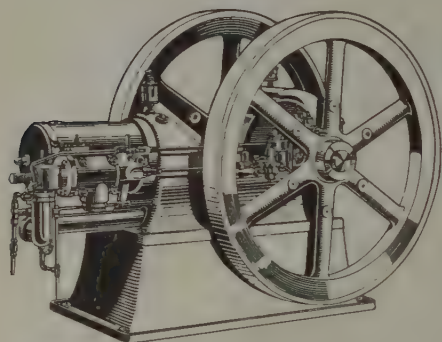
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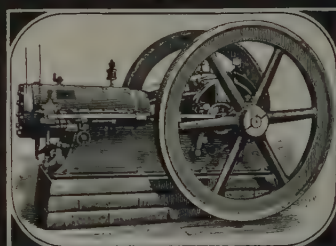
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255 La Salle St.

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No. 14 AA contains 76 double pages, with room for records of over 2,200 cars. It is well bound in heavy canvas covers with leather corners, and printed on linen ledger paper. Price \$2.00.

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This book is invaluable to the country grain man and is designed to facilitate the work of keeping a record of weights and number of bushels in wagon loads of grain received.

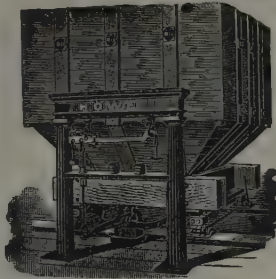
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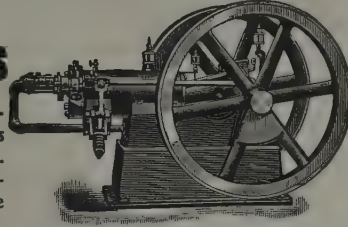


insure correct weights and a reliable and dependable power.

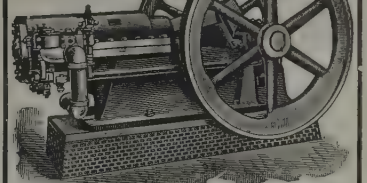
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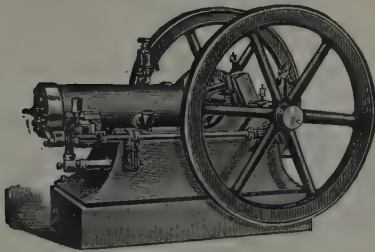


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No. 62, is designed especially for country dealers who use scale tickets. It is a book 9x12 inches, check bound in heavy board covers. It contains 200 sheets, 100 white sheets being interleaved with 100 manila sheets. On one side of the white sheets are printed 3 scale tickets and the sheet is perforated so that each ticket can easily be removed. Each ticket is printed, ruled and spaced for the following information: Date; Bot of; Price per Cwt; Price per bu.; Driver on, Off; Gross; Tare and Net Lbs.; Net Bus.; Weigher. A sheet of carbon is placed between the white and manila sheets, so that the weigher tears out a ticket and gives to each driver, retaining a carbon copy of it. 800 tickets in each book with a rubber stamp for quickly filling in name of buyer. Price \$1.25.

Grain Dealers Journal,
255 La Salle Street - - - Chicago, Ill.

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GRAIN DEALERS JOURNAL, CHICAGO.

Gentlemen:—Replying to your favor of the 25th, in regard to our continuing our Ad. in your help want column, will say that we only wished you to insert it for two issues, and do not wish you to run it any longer, as we have simply been flooded with answers to the Ad. and for which we have not had time to answer them all fully. If we should continue to run that Ad. in your Journal for about six weeks we do not know what the result would be. If however, we are in need of help again, we will, no doubt use your columns, as the result has been very satisfactory. Yours truly, NYE SCHNEIDER FOWLER CO.

DO IT NOW

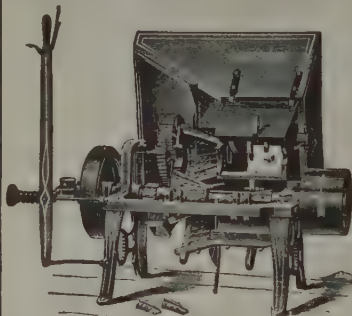
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(SOLD WITH OR WITHOUT ELEVATOR.)

Crush ear corn (with or without shucks) and Grind all kinds of small grain; *separately or mixed*. Will grind Kaffir Corn in the Head. Have Conical Shaped Grinders. CAN RUN EMPTY WITHOUT INJURY.

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They are Built for Business.

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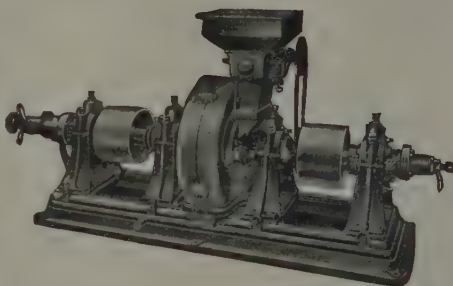
Your Profits

at the end of the year are shown by the amount of cash you have. You will find the feed grinding end of your business very profitable if you have a

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We make them for all purposes.

We make them for grinding all kinds of feed as well as fine meal for table use.

Our line includes Willford's Light Running Three Roller Mill and Barnard's One, Two and Three-Pair-High Mills.

It pays to operate a grinding mill in connection with your other outfit.

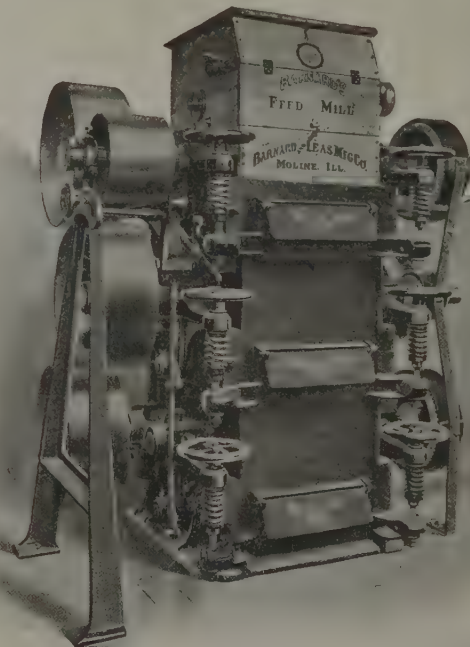
You utilize your spare power and add another source of income to your plant.

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bill, by having an Elevator that does the work. I build and remodel grain Elevators. Write for plans and prices.

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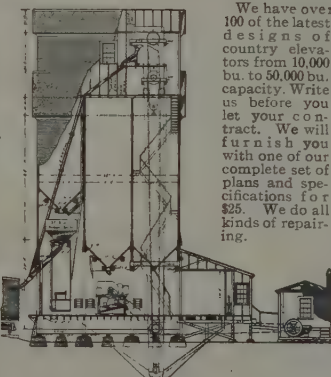
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Carrying everything worth having in this line and having a universal reputation for dependable **QUALITY** and lower-than-most prices

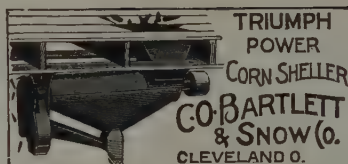
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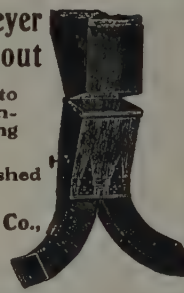
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Loads cars to the roof without shoveling

Repairs furnished

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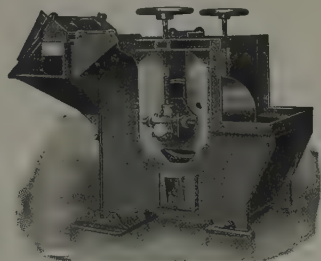
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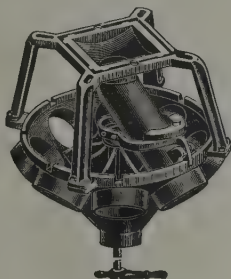
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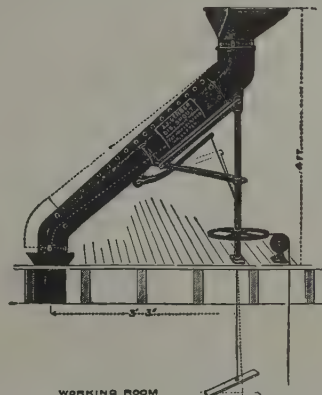
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is universally used in elevators. Why? Because it is a time and labor saver, is well made and lasts a life time,

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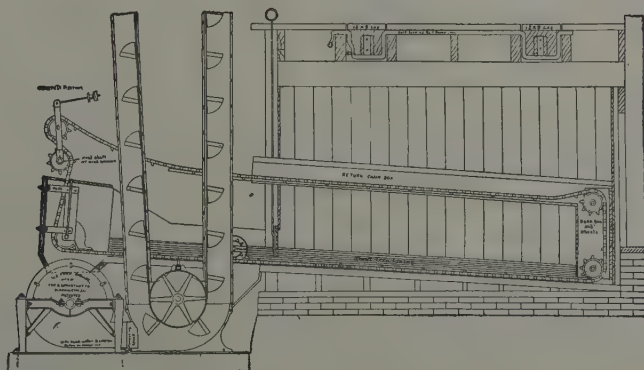
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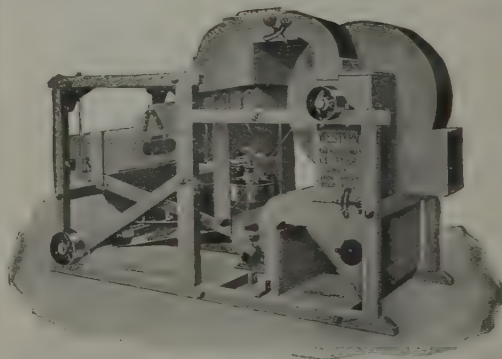
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“Western” Warehouse Shellers and Cleaners

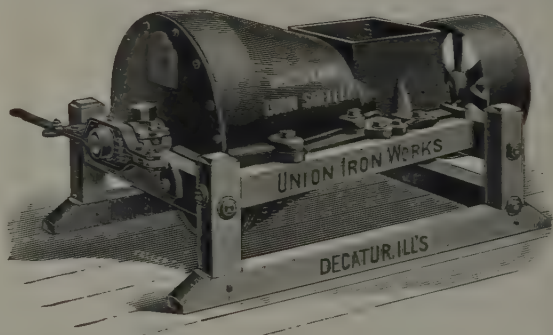
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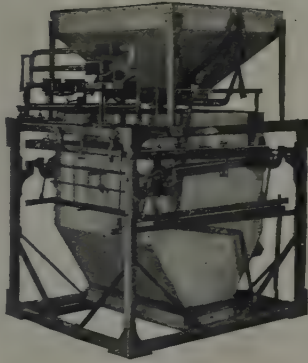
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This should be of interest to every handler of grain.

CALDWELL & BARR, EARL PARK, INDIANA.



What?

Still weighing with the old hopper scales or not weighing at all, when you can save time and labor with the

MCLEOD AUTOMATIC SCALE?

Let the McLeod do your weighing and then you can feel absolutely sure your weights are correct.

They are simple, accurate and durable.

Write for information to-day.

MCLEOD AUTOMATIC SCALE CO.

PERU, ILLINOIS

COAL SALES BOOK

FORM 44.

FOR RETAIL COAL DEALERS.

It facilitates bookkeeping, and reduces the chance of error. Practically three books in one. 1. It is the original entry of all sales made. 2. It is the original entry on the scale weights. 3. It is the Journal from which the posting is done.

It contains spaces for 6,000 loads. Each page is ruled with column headings, as follows: Date, Ledger Folio, Purchaser, Gross, Tare, Net Pounds, Price Per Ton, Amount.

This book is 8 1/2 x 14 inches and contains 150 pages of superior ledger paper. Each page is numbered. It is well bound with best binder board, covered with cloth, has leather back and round leather corners. Price, \$1.75.

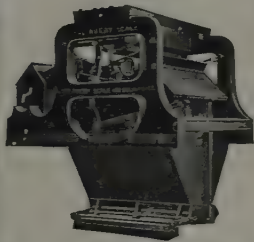
FOR SALE BY

Grain Dealers Company,

255 La Salle St.

CHICAGO, ILL.

THE
AVERY
WAY



THE
BEST
WAY

THE AVERY WAY

The best way of weighing your grain is by using the Avery Automatic Grain Scale. For rapid and accurate weighing, it has no equal. As the grain passes through practically in a continuous stream, the "Avery" automatically weighs and records every ounce. The

AVERY AUTOMATIC GRAIN SCALE

is thoroughly reliable and requires no further attention after once adjusted and started. For a reasonable length of time, we will install for free trial.

WRITE FOR CATALOGUE F

AVERY SCALE CO.
NORTH MILWAUKEE, WIS.

The Hess Grain Drier

makes hot corn cold, and saves it; and pays for itself in a short time.

You might as well sleep nights, as to lie awake and worry about your stored grain. A HESS DRIER at your elevator will bring sound sleep, for it insures you against loss by deterioration.

You can get a HESS DRIER quickly too. We are shipping the "Ideal" Hess Driers (the carload-a-day machine) the same day we receive the orders, and will continue to do so till the orders come too fast. Order now, today, and be ready when the hot time comes. Delays are dangerous.

Hess Warming and Ventilating Co.

709 TACOMA BLDG.

CHICAGO, ILL.

ELEVATORS FOR SALE.

ILLINOIS AND INDIANA elevators for sale at from \$2,500 to \$15,000. Address James M. Maguire, Campus, Ill.

MODERN ELEVATOR and residence for sale. Would consider land in Kansas or Nebraska. Box 135, Smith Center, Kan.

FOR SALE—30,000 bu. elevator in central Illinois on C. E. & I. R. R. Handle 300,000 bu. yearly. Address J, Box 12, Grain Dealers Journal, Chicago, Ill.

FOR SALE—One or both of our 12,000-bu. Okla. elevators. Paid seventy-five per cent last year. Prospects fine. Address C. & M. Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—Good elevator and residence property in eastern Iowa, only elevator at station. Good business, favorable terms. Address Pedni, Box 5, Grain Dealers Journal, Chicago, Ill.

FOR SALE—First-class feed, coal and implement business. Best dairy section in Northern Illinois. Only feed business in town. Address Imple, Box 5, Grain Dealers Journal, Chicago, Ill.

CRIBBED ELEVATOR 25,000 bu. capacity for sale; situated in northwestern Iowa; handling 150,000 bu., annually; a good money maker. Address Dick, Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR on Clover Leaf R. R. in Vanwert Co., Ohio, for sale. 10,000 bus. capacity. In good location. Bargain if sold soon. Must sell on account of ill health. J. A. Rexroth, Tokio, VanWert Co., O.

FOR SALE—Two elevators on Wab. Ry., in No. Cent. Ind.; cap. 10,000 bus. each; no competition in either town; 6 miles apart; fine farming country. A bargain if taken soon. W. B. Calvert, S. Bend, Ind.

FOR SALE—A first-class elevator in N. W. Iowa on C. & N. W. Ry. 30,000 bus. capacity. Good town, fine country. Price reasonable. If you want a good elevator, act quick. Address Box 272, Sioux Center, Ia.

ELEVATOR for sale on Wabash Ry., in northern Indiana, good grain country; 12,000 bus. capacity; feed mill, corn sheller, grain cleaner and feed grinder, all in good condition. Address L. O. 122 S. Main St., South Bend, Ind.

40,000 BUS. elevator for sale; situation in Southern Illinois; capacity 5,000 bus. per day; only elevator in place. Price and reason for selling given on application. Address Namfak, Box 11, Grain Dealers Journal, Chicago, Ill.

COAL AND GRAIN business in eastern Nebraska for sale. Average sales 60,000 bus. of grain and 2,500 tons of coal per annum. In town of 2,500 inhabitants and fine farming country. For further information write H. Hempel, Lincoln, Neb.

FOR SALE or exchange—Line of four elevators in fine agricultural section, western Illinois; price \$18,000. Will consider good clear farm up to value of elevators. Investigate this. If you have an elevator, farm, income property or business proposition for sale or exchange, write me. B. B. Watson, Box 100, Barry, Ill.

ELEVATORS FOR SALE.

FOR SALE, an old established Retail, Grain, Feed and Coal business in Chicago. Making money but owner has other interests and cannot give it the necessary attention. Address J. J., Box 4, Grain Dealers Journal, Chicago, Ill.

ELEVATOR for sale. 14,000 bu. cap., new and modern in every way; 13,000 bu. ear corn goes with it. Located on Burlington Railroad in southern Nebraska. Would trade for good land in Nebr. or Kan. Address R. E. S., Box 1, Grain Dealers Journal, Chicago, Ill.

FOR SALE—10,000-bu. elevator in northern Ohio, doing good exchange business. Handle lumber, cement, tile, coal, fertilizer, seeds, implements, etc. Flour and feed trade very good. Residence near by. Good reason for selling. Address Frank & Weidner, Liverpool, Ohio.

A FIRST-CLASS—up-to-date 30,000 bu. elevator, hay, flour and coal house doing a good business in western Ill. in county seat 3,000 population, for sale or exchange for a good farm. Reason for selling on application. Address I. L. L., Box 2, Grain Dealers Journal, Chicago, Ill.

GRAIN ELEVATOR in northwestern Indiana for sale. Capacity 40,000 bushels, steam power, sheller, cleaner, hopper scales; will handle 130 to 150,000 bushels per year. Coal, feed and building material also handled. Address Retlaw, Box 3, Grain Dealers Journal, Chicago, Ill.

FOR SALE—One of the really good elevators in eastern Kans.; doing good business; price is right considering the property; no competition; no agitation; net profit over 25% per annum. Price \$8,000, easy terms if desired. Address, Ferry, Box 4, Grain Dealers Journal, Chicago, Ill.

FOR SALE OR TRADE. Elevators, Mills, Hotels in Indiana, Illinois and Iowa. Iowa elevator at a great bargain. Land to trade for elevators. 50 horse Atlas engine, 60 horse boiler, 1,100 horse boiler, 25 horse Electric motor. J. D. McClean, 403 North Jefferson Ave., Peoria, Ill.

FOR SALE—Two Modern Elevators, one situated in western Minnesota and the other in eastern No. Dak., both on the Soo Line. One has a capacity of 25,000 bu. and the other 35,000 bu., both cribbed and strictly modern in every way. Good business, good competition, good reason for selling. Address L. B. 713, Sioux Falls, S. D.

OUR ELEVATOR located at Irwin, Union Co., Ohio, is for sale. Plant was built last year and is first class in every respect. New office 3 rooms, also ware rooms and cribs. On Big Four R. R. No trouble to get cars. Best reasons for selling and will make price right if sold at once. Write to R. B. Gordin, South Solon, Ohio.

ELEVATOR FOR SALE 100,000 bus. capacity. Doing an actual business of 500,000 bus. Located in best grain district of Western Ind. on the Chicago & E. Ill. R. R., about 100 miles from Chicago. The plant has first-class equipment and is in perfect order. Write for full description and particulars to Ind. Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR SALE.

ELEVATORS FOR SALE: We have a large list of extra good bargains in elevators in first class locations, doing good business. Write for prices, terms and descriptions, giving location you prefer. Iowa Mill & Elevator Brokers, Independence, Iowa.

ELEVATOR IN CANADA FOR SALE. At good point on Canadian Pacific R. R. Capacity 30,000 bus. Cribbed. Brick engine house. 15 HP. Otto Engine. A good money maker in the best district of the Canadian Northwest. Address P. O. Box No. 5, Winnipeg, Man.

20,000 bu. ELEVATOR for sale. Built last season, wooden and up-to-date house. Situated on Southern R. R. at county seat in Southern Ind. Only elevator in county. Good feed trade in connection, two good warehouses for storing hay and feed. Good reason for selling. Address H. H. Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATOR FOR SALE. Sealed bids will be received for the Farmer's Elevator at York, Neb. All bids must be accompanied by certified check for \$1,000.00, payable to The Farmers Grain & Live Stock Ass'n of York. Bids will be opened March 30th, 1907, at 2 o'clock p. m. and right is reserved to reject any or all bids. This is a 30,000 bus. cribbed house, built in 1904 and up to date in all respects. It is equipped with electric power, Barnard & Leas Cleaner size 34; Wilford 3 roll mill size 1, and 500 bu. Howe Hopper Scale. Office is attached. Address N. Johnson, Pres., York, Neb.

EXTRAORDINARY OPPORTUNITY.

We have one of the best Brokerage Businesses for sale or exchange that can be found anywhere in the Central part of the United States. There are contracts on the books of this firm for over \$65,000 worth of commissions.

One of the parties connected with the business has been compelled to take his wife west on account of her health and the President of the Company finds that it is impossible for him to handle the business alone, having so much outside business on his hands, and for this reason the business is offered for sale or exchange.

It is one of the nicest, cleanest businesses that you can find anywhere. The income last year would net more than three of the best elevators or lumber yards in Illinois, or any of the other grain states.

If you would be interested in this proposition let us hear from you by return mail, as this is one of those opportunities that does not present itself every day in the week. It would take \$5,000 either in money or bankable paper to handle this proposition. Address Brokerage, Box 6, Grain Dealers Journal, Chicago, Ill.

ELEVATORS FOR RENT.

FOR RENT—Only Indianapolis elevator on Penn. Railroad. Also one fifteen miles East. Both command good trade. Willard Hubbard, Delaware St., Indianapolis, Ind.

ELEVATORS WANTED.

WANTED—From one to ten good elevators, handling 100,000 bus. or more each. Address Lock Box 6, Cumberland, Ia.

ELEVATORS WANTED.

ELEVATOR WANTED at a good point in Okla., Kan. or Neb. Address Box 265, Ponca City, Okla.

ELEVATOR or mill and elevator wanted, in exchange for a good improved farm. Address Dnal, Box 11, Grain Dealers Journal, Chicago, Ill.

GOOD GRAIN ELEVATOR and stock business wanted for cash. What have you to offer? Give particulars in 1st letter. O. L. Graves, Bunder Hill, Ind.

WANTED—To lease 3 or 4 good country elevators. Prefer houses shipping 200 cars or more yearly. Address Cedar, Box 5, Grain Dealers Journal, Chicago.

ELEVATOR WANTED in Kansas. Must be in good condition and show plenty of business. Give full information in first letter. Address P. O. Box No. 125, Chase, Kans.

ELEVATOR WANTED in central Indiana. Must be in good condition and show plenty of business. Give full information in first letter. Address A. B. Cohee & Co., Frankfort, Ind.

ELEVATOR WANTED at good grain point in Oklahoma, where the business is not overdone. Give description and amount of grain handled in 1906. Address J. W. Moberley, Decatur, Ill.

WANTED—To buy or lease an elevator in N. Dakota. Must be in good condition and show good business. Would prefer location in town of 1,500 to 2,000 population with good schools. Address Lock Box 7, Canton, Minn.

ELEVATORS WANTED for cash. We have a number of cash buyers for elevators in northwestern Iowa, southwestern Minn., and the Dakotas. Write at once giving description and price if you want to sell. Iowa Mill & Elevator Brokers, Independence, Iowa.

ELEVATORS WANTED in Nebr. or Western Iowa; 4 or 5 good stations, at points where 150,000 to 200,000 bu. per year is handled. Will exchange or sell 700 acres fine land in central Nebr. worth \$30 per acre, or \$21,000. References, K, Box 1, Grain Dealers Journal, Chicago, Ill.

LOCATIONS FOR ELEVATORS

GOOD LOCATIONS for elevators and other industries on the line of The Belt Ry. of Chicago. Low switching rates and good car supply. For further information address B. Thomas, Pres., Room 11, Dearborn Station, Chicago, Ill.

MILLS FOR SALE.

FOR SALE—A 60-bbl. mill located in southern Ohio; excellent location; fine wheat location. For full particulars and description, address Bargain, Box 12, Grain Dealers Journal, Chicago, Ill.

RECEIVERS

who want to reach the regular grain dealers of the country use space in the GRAIN DEALERS JOURNAL

SITUATIONS WANTED.

SITUATION WANTED as manager of grain elevator and lumber yard, or either; experienced. Address M, Box 6, Grain Dealers Journal, Chicago, Ill.

WANTED—Position in terminal elevator or with line company. Experienced. Best references. Address W. J., Box 5, Grain Dealers Journal, Chicago, Ill.

WANTED—Position as bookkeeper with a wholesale grain co. or produce dealer. Plenty of experience and best of references. J. V. Nelson, Cedar Springs, Mich.

SITUATION WANTED: Stenographer, knowledge of bookkeeping; married; years experience in milling business. J. W. Venable, 411 E. St. Clair, Indianapolis, Ind.

SITUATION WANTED as grain buyer and manager of country elevator. Scandinavian spoken. 15 years' experience. A No. 1 references. Address F. Riis, Osakis, Minn.

PARTNERS WANTED.

DO YOU wish to sell an interest in your business to some live man or are you looking for an opportunity to invest where you can also give your services. An ad in the PARTNERS WANTED column of the Journal will be read by all progressive dealers. Try it.

MISCELLANEOUS.

JOHN A. RICE Elevator and Mills Broker, Frankfort, Ind. Prompt and reliable service. Commissions only.

ARMSBY CIFER CODE WANTED. Must be in good condition, 1901 edition. State price. Address G. E. O., Box 6, Grain Dealers Journal, Chicago, Ill.

CIPHER CODE WANTED—I want a copy of Jennings' New England Telegraph cipher. Must be in good condition. Address Jennings, Box 6, Grain Dealers Journal, Chicago, Ill.

WILLIAMS TYPEWRITER in good condition for sale, just the machine for the grain dealer to use in carrying on his business correspondence. Address Williams, Box 5, Grain Dealers Journal, Chicago, Ill.

50-BBL. ROLLER process flour mill, grain, lumber, coal and hay business for sale; also good residence of 10 rooms will be sold with mill. Anyone wanting this property write at once, as it will be sold soon. Address Risser Bros., Rawson, Ohio.

HELP WANTED.

WANTED—An experienced stenographer and one who writes a good hand. Prefer lady. Address with references, Roosevelt Grain & Elevator Co., Hobart, Okla.

A YOUNG MAN thoroughly conversant with the feed business wanted to handle department for grain house of long standing in St. Louis. Address Berg, Box 5, Grain Dealers Journal, Chicago, Ill.

A GRAIN MAN or a man who knows the grain trade wanted to travel and sell an automatic grain scale. Excellent opportunity for a hustler. Address Automatic, Box 6, Grain Dealers Journal, Chicago.

WANTED—Man who is capable of taking charge of scales in elevator cleaner department of large manufacturing concern. Give age, past experience and salary expected. Address Nim, Box 6, Grain Dealers Journal, Chicago, Ill.

A GOOD JOB awaits you if you will only let those seeking help know of your ability to serve them. The quickest and cheapest way to get an audience with those wanting competent help is to advertise in the "SITUATIONS WANTED" column of the Journal.

WANTED: Experienced Texas miller; also competent young man having had experience in office of flour mill in Texas town of not less than 20,000 inhabitants, as office manager for modern 300 barrel flour mill in Austin, Texas. Good salaries to aggressive energetic men. Applications strictly confidential. Address, stating experience, present employment, references, age and salary expected, P. O. Drawer 1133, San Antonio, Texas.

Do You Want A Better Job?

GRAIN DEALERS JOURNAL:—Please stop my ad in the Grain Dealers Journal as I have secured a good position through its columns. C. T. Shumate, Menville, Ia.

GRAIN DEALERS JOURNAL

255 La Salle St., Chicago, Ill.

190

Gentlemen—Enclosed find One and $\frac{50}{100}$ Dollars (\$1.50) for which please send the Grain Dealers Journal on the 10th and 25th of each month for one year to

Name of firm.....

Post Office.....

Capacity of Elevator
.....bus.

State.....

The Rate for Advertisements in above Departments is 15 cents per line each Insertion.

ENGINES FOR SALE.

GASOLINE engine for sale, 10-h.p. Temple Pump Co., 15th Place, Chicago.

THE BEST line of gasoline engines for sale. Kenney Machinery Co., 124-128 S. Capitol Ave., Indianapolis, Ind.

SECOND-HAND 10-h. p. gasoline engine for sale, good as new; bargain. Shadegg Eng. Co., 315 So. 3rd St., Minneapolis, Minn.

FOR SALE—One 25-H. P. steam engine in good repair. Have sold boiler and will sell engine at bargain. Address Geo. H. Crawford, Mendon, Mich.

GASOLINE ENGINE for sale; 20-H. P. St. Mary's, in first class condition. Will sell at once. Write for price and information. Chas. F. Naber, Fairmount, Ind.

FOR SALE CHEAP. One 18 HP. gasoline Fooms engine. Guaranteed to be in good repair. Good reasons furnished for selling. Also shafting and pulleys. J. A. Mouch, Mooreland, Ind.

FOR SALE—Slightly used engines of different makes, sizes 2 to 25 HP. Have all been put in first-class shape and will sell cheap. Address Witte Iron works Co., 526 West 5th St., Kansas City, Mo.

FOR SALE, new 2½ H. P. Webster gasoline engine, \$80.00; new 2 H. P. National gasoline engine, \$70.00; second hand 3 H. P. Norman gasoline engine, \$50.00. H. Pittinger, 40 Dearborn St., Chicago.

SECOND HAND Engines for Sale. One 32 h.p. Fairbanks, one 22 h.p. Fairbanks, one 12 h.p. Fairbanks, one 8 h.p. Fairbanks, one 20 h.p. Hamilton, one 12 h.p. Ohio, one 22 h.p. Fooms, one 8 h.p. Fooms. All makes of engines. A. H. McDonald, 36 W. Randolph St., Chicago.

BARGAINS IN SECOND HAND GASOLINE ENGINES. 1 9 HP. Fooms Standard gasoline engine, good as new \$250.00. 1 12 HP. Charter gasoline engine with one fly wheel \$125.00. 1 12 HP. Fremont gasoline engine, complete \$200.00. 1 12 HP. Waterloo gasoline engine complete with pulley and battery \$200.00. 1 12 HP. Fairbanks-Morse gasoline engine complete with pipes, tanks and friction clutch pulley \$250.00. 1 15 HP. Fairbanks-Morse gasoline engine complete with water and oil tanks, battery, pipes and fittings \$300.00. 1 20 HP. Fairbanks-Morse gasoline engine complete with battery, water and oil tanks, pipes and fittings \$375.00. ALLEN P. ELY & CO., Omaha, Neb.

SCALES FOR SALE.

SCALES for elevators and mills; low-st prices. Chicago Scale Co., Chicago.

THE BEST heavy scales for grain dealers. Government Standard Scale Works, Terre Haute, Ind.

SCALES of all kinds; repaired, rebuilt, tested and sealed. Elevator and mill scales our specialty. All work guaranteed. Address Young Bros., 1 Bridge St., Toledo, Ohio.

FOR SALE one six ton Monarch Scale, bought for elevator but did not have room to install. New and guaranteed all right. Price \$75. Address—Hogan & Ferguson, Norborne, Mo.

MISCELLANEOUS FOR SALE

BOILER COMPOUND—Keeps boilers clean; removes scales; insures longevity. All elevators need it. Write for prices. Davey & Co., Grand Av., Chicago.

GRAIN TESTERS.

Two quart testers, one quart tester, one pint tester, the best are cheapest, we have the best. Write us for prices. A. S. Garman & Sons, Akron, O.

FOR SALE—130 feet No. 78 link belt chain, 75 feet No. K 1 attachment for No. 78 chain; 80 elevator cups, 5x9; 2 Fairbanks-Morse hopper scales 2-ton capacity. Address J. A. Sauer, LeMars, Ia.

FOR SALE.

1, 125-H.P. left hand automatic Atlas engine, heavy duty,
2, 80-H.P. Return tubular boilers, full flushed front,
1, 200-H.P. Cochran Heater.
3, Gardner Duplex pumps,
1, 60"x17' ¼" steel tank, with all necessary piping, cut and threaded, to connect boiler and engine 20' centers. Address Capital Grain & Elevator Co., Oklahoma City, Okla.

A Partial List

B. F. Gump Co.'s monthly.

Second hand bargains.

Send us your address for our monthly Bargain List.

Catalog No. 64 will give you a better idea. It's mailed free to any one addressing Department G.

The following machines are in store for immediate delivery. All thoroughly rebuilt and made practically as good as new. Guaranteed to be as represented.

Roller Feed Mills: No. 2 Wilford; 6x20, 2 pair high Hutchinsons; 1 9x24 Wolf 3 pair high.

Disc Feed Grinders: Attrition Feed Mills 24; 24 in. Unique; 24 in. Cogswells, modern style; 24 in. Robinson. All of these are nearly new.

Corn Crushers: Richmond, Triumph, Sullivan and others.

Corn Shellers & Cleaners—Several. Grain Cleaning Machinery—Eureka, Invincible and others.

Sundries: Conveyors of various sizes. Pulleys, shafting, hangers, couplings, collars, belting, manila transmission rope.

B. F. Gump Co., 51 & 53 S. Canal St., Chicago, Ill.

MACHINES WANTED.

WANTED to buy a Clipper Seed Cleaner. Andrew O. Crist, Pond Creek, Ok.

Grain Drier Bargain

An "Ellis Drier" having a capacity of about 2500 bushels per 10 hour day, for sale at a right price **For Cash**, and for quick shipment.

It is now in operation in large terminal elevator and ample opportunity for examination will be given.

Address, Drier Box 6
Grain Dealers Journal
Chicago, Ill.

MACHINES FOR SALE.

FOR SALE—Ideal car loader. Good as new. Address T. B. Marshall & Co., Kirkwood, Ohio.

FOR SALE. One No. 4 Monitor wheat separator good as new. Address P. O. Box 75, Jamestown, Ind.

FOR SALE CHEAP one Gilbert's Universal Roller Mill, eight rolls 6x18 in. in good condition. Flower City Charcoal Co., 59 West Ave., Rochester, N. Y.

FOR SALE—One No. 179 Eureka Receiving Separator complete with oat, barley and two sets of wheat screens. In first-class condition. Price on application to Montana Elevator Co., Moore, Mont.

ENGINES AND BOILERS.

FOR SALE an Atlas Automatic 65-H.P. steam engine; one 75-H.P. Boiler and 40 ft. new stack; one No. 2 Dean Hot Water Boiler feed and all connections for \$400. All in first class shape. J. M. Hornung, Greensburg, Ind.

Engines, Boilers, etc.

12x36 Corliss engines, also many larger sizes.

14x14 and 13x12 Ideal automatic engines, and larger and smaller engines of this class.

8x9 Throttling Governor engine; other sizes up to 26" cylinder.

Boilers 54x14, 60x16, 66x18, 72x18; also water tube and firebox boilers.

Hugh W. Dyar,

204 Dearborn st. Chicago, Ill.

ENGINES WANTED

WANTED: 1 second-hand 50- to 60-H.P. steam engine; 1 80-H.P. horizontal steam boiler and all connections complete; 1 Cochran open heater for 80-H.P. boiler. Address Pearson & Hayton, Marshall, Okla.

MOTORS FOR SALE.

NEW and second hand direct and alternating current motors for sale. Franklin Electric Co., 224 S. Clinton, Chicago.

FOR SALE, Dynamos and Motors new and second hand. Direct or alternating current. Corbin & Guion, 52 West Jackson Boulevard, Chicago, Illinois.

**Do You
want results?**

Chicago, March 13, 1907

GRAIN DEALERS JOURNAL:—I want to tell you that I have sold a car-load of engines to be shipped to Texas and I credit this sale to the Grain Dealers Journal. I will make the shipment the 15th of this month. A. H. McDonald.

What more can we say?

SEEDS FOR SALE.

CLOVER, ALSYKE SEED for sale. Address Walter G. Trumpler, Tiffin, O.

CLOVER and timothy seed for sale. Iowa Grain & Milling Co., Davenport, Ia.

TIMOTHY and Clover for sale. Get samples and prices. All kinds of field seeds. Weber Seed Co., Box 25 Peoria, Ill.

MILLET, CANE SEED, Kaffir Corn, Alfalfa and all kinds of Grass Seeds for sale. Address J. G. Peppard, Kansas City, Missouri.

HIGH GRADES RED CLOVER and Alfalfa for sale. Write for samples and prices. Wm. G. Scarlett & Co., Baltimore, Md.

WHITE WHEAT and Utah Alfalfa seed for sale. If in need of either, write or telegraph Sam Williamson, Salt Lake City, Utah.

SEED CORN \$1.60. Oats 50c. Clover Seed. Standard varieties. Recleaned. Satisfaction. Our seeds grow. We grow our seeds. Wile Seed Co., Colfax, Ind.

WESTERN HEADQUARTERS for Western grown Alfalfa, clover, timothy, millet, sorghum and Kaffir corn. Write for prices to Missouri Seed Co., Kansas City, Mo.

IOWA GROWN Timothy seed and limited quantity Fancy Red Clover seed. Bargains in Amber Cane and Kaffir Corn. Millets wanted. Write us now. M. Young & Co., Winterset, Iowa.

PURE BRED SEED CORN limited quantity of very choice improved Leaming. Prospective buyers will find it to their advantage to write at once to J. H. Coolidge, Galesburg, Ill.

FOR SALE. Four cars pure Red Top or Sumach Cane Seed, recleaned, bulk, or sacked in new 10 oz. bags. Ready to ship Santa Fe or Mo. P. No scarcity of cars. The L. C. Adam Mer. Co., Cedar Vale, Kans.

CLOVER SEED—New crop Iowa grown, tested and recleaned: Medium, Red Mammoth and Alsike clover, also alfalfa, timothy, blue grass, etc. Write for prices and catalog. Iowa Seed Co., Des Moines, Iowa.

SEEDS.

Buy or Sell.

Clover Timothy, Millet and Blue Grass.

B. F. Adams,
Seed Merchant, Peoria, Ill.

THE OHIO SEED COMPANY TOLEDO, OHIO

Clover, Timothy and all kinds of Field Seeds

Ask for seed samples and we will quote prices.

Correspondence and Consignments Solicited.
SPOT AND FUTURES.

SEEDS FOR SALE.

MEDIUM CLOVER—We have it! Our prices are right. Ask for samples. Grown in Northern Indiana only. Also Mammoth and Alsike. Get our prices before you buy. Don't forget it! O. Gandy & Co., South Whitley, Indiana.

REDTOP-TIMOTHY.

A postal will bring samples, prices, etc. We are largest cleaners, and handlers of seeds in Southern Ill. All seeds bought direct from farmers and offered you in car lots or less.

SCHULTZ SEED CO., Olney, Ill.

SEEDS—We buy and sell CLOVER, TIMOTHY, RED TOP, MILLETS, POP CORN, KAFFIR CORN, CHICKEN FEED GRAIN, ETC. WRITE US. DO IT NOW. Sample envelopes for the asking. THE ILLINOIS SEED CO., CHICAGO.

THE BEST PLACE TO BUY

The Best Place to Sell

Headquarters for Red, White, Alsike and Alfalfa Clover, Timothy Seed, etc. Mail us your orders and get bargains. Rosenberg & Lieberman, Milwaukee, Wis.

ALFALFA—We have several cars of the very best seed obtainable. Write for prices. Ask for circular A-1, which gives full instructions for growing. We'll give you one or sell any number for 5c each. J. E. Wing & Bros., Box 2, Mechanicsburg, O. Branch office Box A-1, Eutaw, Alabama.

GRAIN FOR SALE.

KAFFIR CORN and chicken feed, wheat for sale. Get our prices. Address The A. R. Clark Grain Co., Wichita, Kans.

SEEDS WANTED.

CLOVER SEED WANTED. Mail samples. Car lots or less. Address Berne Grain & Hay Co., Berne, Ind.

MAMMOTH CLOVER, Timothy, Cane Seed, German, Siberian, Early Fortune and Broom Corn Millets. Send samples to J. G. Peppard, Kansas City, Mo.

SEEDS WANTED: clover, timothy and red top. Car lots or less. Submit samples and prices. Louisville Seed Company, Nos. 208-210 Second Str., Louisville, Ky.

CLOVER TAILINGS WANTED. We can use some clover tailings, either Little Red or Mammoth. Please submit samples and prices. Kerr Bros., Bellefontaine, O.

CLOVER We want your Medium, Mammoth and Alsike Clover—also Buckwheat and other Field Seeds. Send samples. State amount and price. We will wire acceptance.
THE ADAMS SEED CO.,
Successors to N. H. ADAMS & SON, DECORAH, IOWA

POPCORN WANTED.

POPCORN Wanted—Correspond with us. Bradshaw Co., New York, N. Y.

GRAIN WANTED.

J. L. Roach, Grain & Mill Broker, Memphis, Tenn., wants your account.

OATS, corn, beans, feeds and hay of all kinds wanted. Send samples and quotations. Address South Shore Grain Co., Quincy, Mass.

DEEP RED Ear Corn Wanted, 300 bus. for decorating National Corn Exposition. Address E. S. Fursman, Great Northern Bldg., Chicago, Ill.

WE ARE in the market for round lots of No. 2 Hard Winter Wheat, and No. 2 Red Winter Wheat. Also white milling corn. Standard Milling Co., Houston, Texas.

SWEET MILLING WHEAT wanted. C. M. & St. P. and points on connecting lines preferred. Mail samples and receive our bids. T. G. White Cereal Co., Cedar Rapids, Iowa.

CORN & OATS wanted. We are at all times in the market for No. 2 White and Yellow, and No. 2 Mixed corn and No. 3 or better White oats. Hamiter-Busbey Mill & Elevator Co., Shreveport, La.

HAY WANTED.

ALWAYS in the market for sweet, well cured HAY. Correspondence solicited. Blake & Farrar, Receivers and Car Load Dealers, Baltimore, Md.

WE WANT your shipments. It will pay you to send for our market report. If you have straw to sell, quote us. E. K. Lemont & Son, 465 Bourse Bldg., Philadelphia, Pa.

FERRETS FOR SALE.

FERRETS, fine working stock, prices low. C. & L. Phelps, Dept. Y, Nova, O.

MISCELLANEOUS WANTED.

WANTED Corn sheller and cleaner combined, 2 pair hopper scales of 3 or 4 ton capacity and 2 carloaders. Must be in good condition and cheap. T. M. Latham & Son, Hayden, Ohio.

Grain Dealers' Scale Tickets.

BOOK NO. 51.

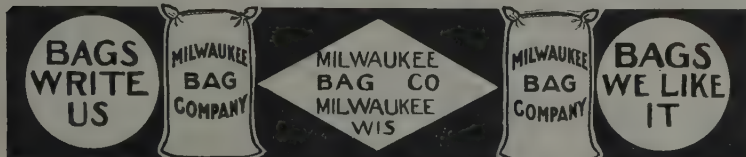
This scale book contains 100 pages 8x11½ inches. Each page contains 5 scale tickets and 5 stubs, giving the book a capacity of 500 loads of grain. Each scale ticket is ruled for Number, Date, Load of, From, To, Gross, Tare and Net pounds, Net bushels and pounds, Dollars and Cents. Due to or order and Weigher. While the stub is ruled for Hauler, Load of, Number, From, To, Weighed, Date, Gross, Tare and Net pounds, Net... bushels... pounds, Price, Dollars and Cents.

It is printed on manila paper bound in heavy board covers and pages are perforated so that tickets can be removed from book quickly and without tearing them.

Book No. 51, Price 75 cent. Address

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255 La Salle Street - Chicago, Ill.



The Rate for Advertisements in above Departments is 15 cents per line each insertion.

We have been manufacturing this Cleaner for twenty years, and never had a complaint on same.



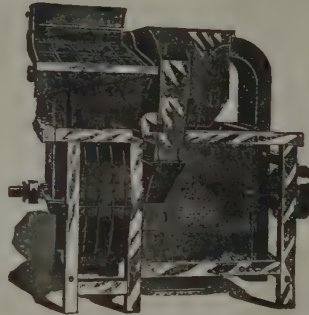
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INVINCIBLE OAT CLIPPER



This is the way it earns money for you.

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3. Life of machine longer.
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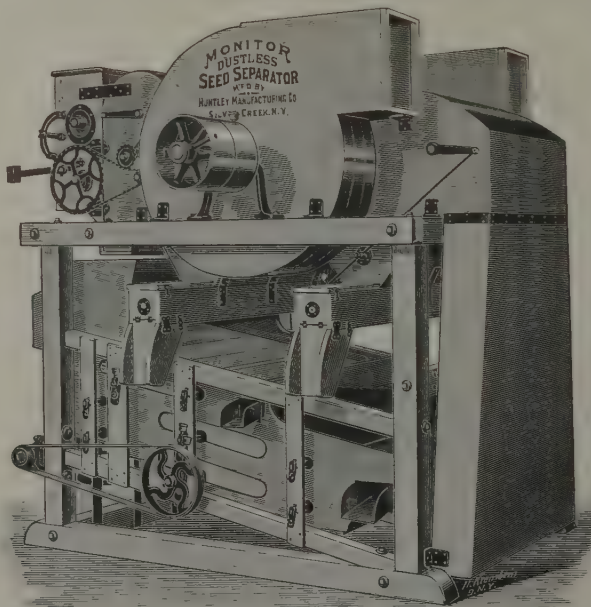
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GOLD MARKS SIGNIFYING QUALITY
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JOURNAL BY THE AMERICAN
NEWSPAPER DIRECTORY

GRAIN DEALERS JOURNAL

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The Advertising

value of The Grain Dealers Journal as a medium
for reaching the grain dealers and elevator
men of the country is unquestioned.
The character and number of advertisements
in its columns tell of its worth. If you would
be classed with the leading firms, place your
announcements in the leading Journal.

Letters

on subjects of interest to those engaged in
the grain trade, news items and crop reports
are always welcome.

Entered at Chicago, Ill., Post Office as
Second-Class Matter.

CHICAGO, ILL. MARCH 25, 1907.

TIPPING for cars has also been outlawed in Iowa. What state will be next to take similar action?

WHEN every country elevator man has shipping scales he can vouch for, it will be time to insist upon having a clean

EVERY grain inspection department and sampling buro should be required to keep a record of every car seal it breaks and reseal car immediately its work is completed.

IT IS A FELONY to operate a bucket-shop in Missouri or Indiana but a profitable pleasure to run such a joint in Illinois, Iowa, Minnesota and most of the other states.

ANY ELEVATOR man who will install a chokable boot when it is possible to obtain one which can not be choked is wasting money and unnecessarily court-trouble.

IF IOWA, Minnesota and Wisconsin enact effective car service laws as Indiana has done Illinois shippers will wait until shippers of favored states are supplied with cars before their needs are given any consideration. However, Illinois shippers can prevent their business being so handicapped for the next two years by pointing out the danger to Illinois business to the state legislature.

STORING grain free never profited any grain buyer. The cost is too great. Not only does it tie up valuable elevator room, but it results in much friction between farmers and elevator operators.

EACH FORTNIGHT brings fresh evidence of the incompetency of country barn builders to erect grain storehouses. The elevators prove the contractors did not know their business or else were pushed to build too lightly, by falling in a heap.

FIRMS who will not arbitrate trade differences or abide by the decisions of arbitration committees to which has been referred their differences should be given enough publicity that other fairly disposed dealers may be placed on their guard.

GRAIN testing laboratories will soon be established by the Agricultural Dept. at Duluth, Minneapolis and St. Louis. The state grain inspection departments at these points could conduct moisture tests as well as the federal government but they have not yet attempted it.

AT LAST the revolting truth is out. The real affliction of Texas wheat is lice, green lice. If the insects continue to multiply, Oklahoma as well as Texas farmers will find it necessary to give a fine tooth comb with each load of wheat in order to induce buyers to accept it.

THE BUCKETSHOPS of Indiana and Missouri, poor things, must migrate to states exhibiting less active opposition. The gullible suckers who were anxious to get rich quick at the expense of the sharpers, who took their bets will be protected from their own weakness.

FREE SEED graft may afford Congressmen an opportunity to impress their constituents with their pull on Uncle Sam's cash box, but the seeds distributed are of such inferior quality no one cares to waste his time planting them. The steal should have been discontinued long since.

MINNESOTA legislature is considering with favor a bill prohibiting the sale of bleached grain except that it be labeled or sold as bleached grain. Such a law could be enforced, but would not interfere with the trade in purified grain save with maltsters who prefer to do their own bleaching.

IN VIEW of the fact that farmers are naturally suspicious of a town merchant you should in the interest of your business and for their satisfaction have your scales inspected at least twice a year and post certificates of such inspection where visitors to your office will see them. Impress them with your desire to be sure your scales are weighing correctly, but do not expect to do this by installing the cheapest scales the market affords.

THE next annual meeting of the Grain Dealers National Ass'n will be held at _____, _____, 1907.

LITTLE ROCK Board of Trade is considering the advisability of establishing a weighing buro, but Arkansas politicians have not yet heard from Missouri else they would establish a state department to help the suffering ward heelers.

EVEN Arkansas legislators are after the bucket-shops with stringent laws. The lawmakers of some sections seem to have come to a true realization of the game bucket-shop sharpers are playing on gullible "speculators," so it will not be long before they are outlawed in every progressive state.

ENCOURAGE your farmer patrons to clean all seed grain carefully, purify that afflicted with smut and test thoroly the germinating power of the seed before sowing. This will insure the production of more and better grain to the advantage of both grower and buyer. Some dealers have profited by conducting germinating tests for farmers and by teaching them how to do it. Have you?

THE CONTENTION of the Western Union Telegraph Co., in suit pending at Kansas City (see "Letters" this number), that it is not responsible for errors made in hedging orders because a gambling transaction, is not likely to encourage other grain dealers to entrust the transmission of option orders to it. The folly of advancing such a weak, groundless defense would be apparent to any one having knowledge of the grain business.

BROKER referred to in "Asked and Answered" column this number insists upon charging shipper a second brokerage altho first sale of shipment was cancelled thru no fault of shippers. Any reader knowing of a Supreme Court decision in a similar case will confer a great favor by telling of it. Without any doubt the broker is trying to exact one brokerage more than he is entitled to. Publicity would cure him of this wrong method or drive him from the business.

COUNTRY elevator men who are interested in promoting their own business interest will exert themselves to impress their farmer patrons with the marked difference in oats offered for sale. Take small samples of the best and poorest oats. Separate the large from the small grains of each sample and exhibit them. Every experienced farmer will readily recognize the futility of sowing small grains which are known to contain weak germs and give small nourishment to weak plants, hence at best can result in only a small yield. By cleaning seed cats and fanning out the light grains the farmer will secure much greater returns from the same soil and have more grain to sell.

FARM TENANTS of no state would sell farm products against which was a lien if every state had a law like Indiana's new law which makes such sale a felony punishable by imprisonment in the state's prison. Most of the existing landlord and tenant laws were drawn by landlords and for the protection of their interests. Grain buyers who have been sleeping on their rights could easily change the laws by getting busy as Indiana dealers did.

UNIFORM SALES CONTRACT has long been used by the progressive millers of the country to the great advantage of themselves and their customers, but the grain trade is cursed with almost as many forms of contract and confirmations of sale as it has dealers. Many of the forms are indefinite and ambiguous and some are illegal. The use of a uniform form by the entire trade would greatly simplify trading and reduce the opportunities for misunderstandings.

THE GREED of many trusts brings about their own undoing and in this class seems to be the Corn Products Refining Co., which crushed or absorbed competition and by raising prices encouraged large consumers to co-operate for relief. The result will soon be apparent to corn shippers for before the next crop moves the Clinton Refining Co. and the Western Glucose Co. will be in the market for corn. When running to full capacity each plant will need 10,000 bus. daily.

A WISCONSIN shipper suggests in "Letters" this number that carriers be required to pay storage to elevator men on all grain for which they fail to furnish the cars he has ordered in which to ship it. Such a rule would give the elevator owners reciprocal demurrage to the exclusion of others, but it might result in others getting cars while the elevator man waited. As he received pay for his storage room carriers would supply cars to scoopers and expect to get his grain when they found it convenient to take it. Wud this be desirable?

SO MUCH corn was stored in open pens in Ohio and Indiana the last season that many dealers are actually discriminating against the poor corn and refusing to pay top of the market for the poor stuff. The closer country buyers grade their purchases the sooner will farmers care for their grain and bring it to market in prime condition. Carelessness on the part of the buyer always has and always will breed carelessness on the part of the sellers. Mr. Grain Buyer, it behooves you to pay only for what you receive. You can not expect to pass off no grade corn on the terminal market receiver for No. 2 and you will surely suffer a heavy discount every time you attempt it. Buy on the grades and in keeping with the prices you must sell by; otherwise no profit will be realized from handling the grain.

SALVAGE grain can always be sold to advantage to dealers who make a specialty of handling it. They are equipped to improve all kinds of spoiled grain and have had experience in marketing it, hence can afford to pay more for it. When you have a fire take good care of the grain and wire the dealers in salvage grain as well as the insurance companies.

SWITCHING grain to a connecting line has always been objected to by some railroads and especially those who have experienced difficulty in getting back their cars. When cars have been very scarce many roads have refused to permit their cars to go off their rails and this has greatly interfered with grain shippers at terminal and junction points. Many shippers have suffered losses and some have been compelled to suspend business because the railroads persist in stealing one another's cars. In other words shippers are punished because some railroads steal. No one will attempt to justify existing conditions or to excuse railroads from forcing a penalty heavy enough to insure the prompt return of cars. It would be a very easy matter for railroads to adopt a rule charging railroad which takes car without consent of the owner \$5 or \$10 per day. Such a rule if rigidly enforced would facilitate the transfer of freight from one line to another and obviate embargoes like Kansas City has been suffering from lately.

TIME AND AGAIN have we published complaints from shippers, who desiring to clean out bins applied for a small car, but in wild despair accepted a large car and paid freight on the minimum carload for cars of its class regardless of the useless tax levied upon their business. Every sane shipper has recognized and complained of the rank injustice of this extortion. Some of the railroads also have admitted the injustice of such a practice and charged only for the minimum capacity of car ordered or the grain loaded if it exceeded that amount. The Rock Island is one of the roads lately to recognize the right of the shipper in this matter and has issued an order which specifies that, "Shipments will be billed at the minimum weight applicable to the size of the cars ordered. Forwarding agent will first satisfy himself that the freight could have been loaded in the car of the size ordered. In no case must shipment be billed at minimum weight applicable to car of less capacity than in service; neither must shipment be billed at less than minimum weight provided by classification nor at less than actual weight when greater than published minimum." No doubt the day will come when all carriers will be required to furnish cars of the capacity required or charge only for the car needed in case it fails to furnish car of the capacity asked for.

THE Question Box is an attractive and valuable feature of many trade meetings and could be adopted with profit by grain trade ass'ns. A request for questions is sent out in first call of meeting. In a short time all questions are sent to each member with a request that he come prepared to discuss the problems. The more earnest consideration dealers give to trade difficulties the easier will it be for them to solve the problems which arise in their own business.

INDIANA grain dealers have been especially favored by sane legislation recently, because someone worked. Tipping for cars has received an effective check. A new law defines the crime of bribery and prescribing a fine of \$100 for those who offer or give to carrier's agents, as well as those agents who solicit or accept tips for service. Selling grain against which there is a lien is made a felony punishable by imprisonment in the state's prison. The bucketshops are outlawed and the shippers bill gives the Railroad Commission more power and also insures shippers fairer consideration at the hands of the railroads. When the grain dealers work together earnestly for the promotion of common interests they invariably attain success.

IS CARRIER LIABLE FOR ERRORS OF AGENTS IN QUOTING RATES?

This question is raised so frequently by grain shippers who have suffered losses on shipments that many strongly suspect railway officials of intentionally quoting a rate below the official schedule in hope of capturing the business. They live in the present. Next week they may be promoted, hence wish to make a good showing.

As printed heretofore the rate schedules were so complicated and confusing even the average rate clerk has been unable to tell the rate and know he was right. In the near future the Interstate Commerce Commission hopes to have them so clear and plain that even the dullest shipper will experience no difficulty in deciphering what is the lawful rate.

One great injustice resulting from the Interstate Commerce Law has been these losses forced upon shippers by the real and feigned errors of freight officials who quoted rates below the official schedule. The trouble has been discussed with much warmth at several meetings, the last of which was held at Columbus, Ohio. Following that meeting the matter was taken up with the Interstate Commerce Commission by Mr. Grimes. The letter of Commissioner Clark emphasizing the position of the commission in supporting only the legal rate published in the official tariff is published elsewhere in this number.

In addition the Commission ventures a new suggestion, to-wit: that the adjustment of losses suffered by shipper as result of error by carrier is a question for decision at the hands of a court of equity. A few suits for the collection of such losses would surely prompt railroad officials to be guided by the facts rather than their desire for business in quoting rates.

ADVANCE IN RATES SHOULD NOT AFFECT BLOCKED SHIPPERS.

The Trunk Line railroads have announced an advance in freight rates to the seaboard to take effect Apr. 1 as was stated in the last number of this Journal, page 309. The advance will affect shippers west of the Mississippi river also, altho they can not blame the trunk lines with the car famine on the western lines. The grain shippers of Illinois, Indiana, Ohio and Michigan will suffer much because they have been unable to ship out grain but on the basis of existing freight rates, altho they have applied repeatedly for cars. The railroads alone are to blame for the shippers having their elevators full of grain and much more but with the threatened rise in freight rates getting nearer every day.

Recognizing the impending danger to its members the Indiana Grain Dirs Ass'n quickly filed an informal complaint with the state railroad commission asking it to use its influence to have the proposed increase suspended at least until the shippers could load out the grain on hand and the commission has asked the railroads to hold off the advanced rates and supply shippers cars for the movement of accumulated stocks of grain at the existing rates of freight. Ohio's railroad commission has taken similar action.

The new tariff will increase freight rates to Indiana shippers from $2\frac{1}{2}$ to 4 cts. a hundred which would more than wipe out their profits on all of their accumulated stocks. No fair-minded man would attempt to excuse such injustice. The grain men have kept their elevators full for months past often in the face of declining markets but always against their wishes. The shippers are not blamable even to the smallest degree for getting caught by a rise in freight rates with a full house and should not suffer.

The Indiana commission is fully alive to the gravity of the situation and has taken the matter up with the Interstate Commerce Commission and asked the Ohio and the Illinois commissions to co-operate with it in bringing about an early adjustment of the trouble. That it will succeed in protecting Indiana shippers from this extortion now seems certain, altho some of the railroads are disposed to laugh at the discomfiture of the shippers.

LIGHTNING was responsible for fifty-four fire losses on grain elevators and contents insured by the Millers National Ins. Co., during the four last calendar years. In fact a careful investigation conducted by this company, the results of which were published in the last number show that more elevator fires are traceable to lightning than to any other known cause. Judging from the experience of this insurance company, it behooves elevator owners to equip their plants with lightning rods and then carefully record the cause of each fire. By comparing the lightning losses on elevators equipped with rods with those not equipped it will be possible to form some reliable opinion regarding the protection afforded by lightning rods.

Crop Reports

Idaho.

Lewiston, Ida.—The ground is in good condition for raising a splendid crop of wheat.—E. W. Eaves of Vollmer-Clearwater Co.

Illinois.

Robinson, Ill.—Fair prospects for wheat crop; acreage is small. Oats will make large crop if sown in time.—John Oliver & Co.

Indiana.

Boonville, Ind.—Wheat in good condition. Indiana Mills & Eltr. Co.

Anderson, Ind.—The wheat is showing up in good shape.—Schalk Bros. & Co.

Wabash, Ind.—The wheat crop has been damaged considerably by winter killing.—T. W. King & Son.

Earl Park, Ind.—Weather is fine. Oat seeding will be commenced very soon.—Hawkins & Van Natta.

New Ross, Ind.—Wheat looks fairly well. Very little oats are being sown.—C. F. Wall, New Ross Grain Co.

Aylesworth, Ind.—Early sowing of wheat is looking fairly well and promises a fair crop.—Jones Bros. Grain Co.

Dale, Ind.—The wheat in this locality is in fine condition. Very little has been winter killed.—The Wallace Milling Co.

Collett, Ind.—Outlook for wheat very poor, the fields are beginning to look green in the last few days.—Selma Finch.

North Grove, Ind.—The wheat crop here is badly damaged; to what extent we are not yet able to tell.—Houck & Royce.

Elnora, Ind.—Growing wheat is looking fine. A large corn crop will be sown this year.—John Carress, Mgr., C. M. Lemon.

Galveston, Ind.—Wheat not in very good condition the weather is fine. About 20 per cent of corn and oats in farmers' hands.—The Galveston Grain Co.

Staser, Ind.—Prospects for wheat crop are splendid. Oat sowing now in progress. Ground in fine shape. The greater part of the old wheat crop is now being marketed.—Fred Neiderhaus.

Pence, Ind.—About 50 per cent of the corn is in the farmers' hands. This is on account of the car shortage. We have taken in no corn since the latter part of Jan.—Pence & Goodwine.

Foresman, Ind.—About half of the corn is still in farmers' hands. Weather good. Ground drying fast. Farmers will begin oat sowing in a few days.—O. B. Light, mgr., Lyons, Esson & Light.

Hobbs, Ind.—Wheat, in our section is looking very bad, due to damage wrought by the fly and to the cold dry weather in January and February. Some farmers will plow up their wheat to sow oats in its place.—John R. House & Son.

Vincennes, Ind.—Growing wheat on the high lands is in fine condition while 25 per cent of that on the low lands has been killed by high water. The Wabash and White rivers continue rising and the prospects are that a yet greater amount of wheat will be damaged.—Sam'l Thompson.

Indian Territory.

Skiatook, I. T.—The farmers are preparing for a large corn crop this season.—Townsend, Sullivan & Co.

Kansas.

Ness City, Kan.—The condition of growing crops is good.—D. B. Abel.

Osborne, Kan.—Our growing wheat crop is in fine condition. Acreage is about the same as last year.—Thomas Bros.

Osawatimie, Kan.—Growing wheat is looking well up to the average. A larger acreage has been sown than formerly.—J. B. Remington.

Kentucky.

Maysville, Ky.—Growing wheat looks very well. Acreage is somewhat small.—Rains Bros.

Maysville, Ky.—Wheat could not be more promising. For the past 20 years the crop has been uncertain. Rye is sown only for pasture or for fertilizing.—Jas. H. Dodson.

Michigan.

Lansing, Mich.—Conditions during February were not very favorable for wheat and at present the prospect is not encouraging. The critical period is ahead and

much depends upon the weather during March. Correspondents are about evenly divided as to the damage done to wheat by freezing and thawing. The estimated total number of bus. of wheat marketed in the seven months, Aug.-Feb., is 6,400,000. Amount of wheat yet remaining in possession of growers is estimated at 5,600,000 bus.—Geo. A. Prescott, Secy. of State.

Missouri.

High Hill, Mo.—Growing wheat is in fine condition.—L. T. & J. H. Miller.

Higginsville, Mo.—Prospects for the growing crop have never been better at this time of year. The acreage is larger than that of last year; 100,000 bus. of wheat are stored in the mill eltrs. here.—The Eagle Mill & Eltr. Co.

North Dakota.

Forfar, Glendon P. O., N. D.—The crop of this year in this section of the country will be a larger one than we have had for some time; about $\frac{1}{3}$ more acreage being sown. The condition of the roads is very bad yet the farmers are rushing their grain to market.—Agt., Cargill Eltr. Co.

Ohio.

Frankfort, O.—Wheat is looking fine. Very little grain left in farmers' hands.—Blue & Co.

Kyle, O.—Growing wheat of which a full acreage has been sown, looks fine. A small corn crop will probably be planted owing to the scarcity of labor.—B. F. Kyle & Co.

Middle Point, O.—Farmers are preparing to sow oats. Weather is summer-like. Recent rain has been a great benefit to wheat and meadows, but about $\frac{1}{3}$ of the acreage of wheat will be resown in oats.—Pollock Grain Co.

Oklahoma.

Fairview, Okla.—Wheat in fine condition. Prospects are good for a bumper crop this season.—The Fairview Grain & Eltr. Co.

Fairmont, Okla.—The growing crop has never looked better in this section. Have not been troubled with the green bug.—L. L. Thorp, agt., W. D. Johnston.

Edmond, Okla.—About 25 per cent of the growing wheat has been damaged by the green bug. I think this weather will eliminate them, 92 in the shade.—The Eagle Mills.

Foss, Okla.—No green bugs in this vicinity. Wheat and oats in perfect condition. Farmers are holding corn until assured of next season's crop.—The Foss Mill & Eltr. Co.

Enid, Okla.—Blaine County: The wheat around Canton never looked better at this time of year, no signs of bugs in territory tributary to this point. The same can be said of Carlton. No reports from Watonga and Greenfield of any damage being done. Custer County: Thomas, Custer City and Clinton all report no bugs, growing crop in fine condition. Canadian County: Reports from this county are indefinite, insects here but amount of damage not exactly known. Comanches County: Advices from Elgin, Warika, Temple and Hastings to the effect that quite a good deal of damage has been done. Cederick reports bugs by the thousands. Cannot estimate damage at the present time. Caddo County: Reports meager and indefinite, infected but to what extent not known. Dewey County: Crops good, no bugs. Garfield County: Reports from this county conflict. Lahoma, Carrier, Douglas, Breckenridge, Hunter and Fairmont all report no damage, growing wheat doing nicely. Waukomis is infested with the insect but no material damage as yet. I am inclined to believe that this county is in good shape.—Grant County: Three reports out of this county are to the effect that insects are unknown. Growing wheat doing fine. Kiowa County: From the best information we find that very little damage has been done so far in this county notwithstanding insects are there. Kingsfisher County: Reports from this county indicate that bugs are working to a small extent previous to late rains, since that, however, wheat supposed to be damaged is coming out again. Whether or not these spots were infected by the bugs is indefinite. However, no damage to speak of in this county. Kay County: Bugs working here but their efforts are confined very largely to rank or volunteer wheat with no apparent damage as yet. No damage at Tonkawa. Logan County: Lovell and Crescent report no bugs, conditions good. Bugs around Guthrie doing some damage but exact amount yet unknown. At Marshall they are just commencing to work. At Lockridge green bugs are becoming very prevalent within the last few days. Farmers very much alarmed. Little damage so far but un-

Letters

From Dealers

[Here is the grain dealers forum for the discussion of grain trade methods, practices and needed reforms. When you have anything to say of interest to members of the grain trade, send it to the Journal so your convictions will be given wide circulation and have great influence. Write it now.]

DEMURRAGE BILL FAIRLY SATISFACTORY.

Grain Dealers Journal: The reciprocal demurrage bill now before the legislature is fairly satisfactory, and we are urging our representative to vote for it.

The car shortage could not be worse, and it could be helped materially if the railroad company would use due diligence in distributing cars; but we think a good part of the shortage is due to lack of sufficient equipment for the increased business offered the railroads.—McElroy & Treadway, Arenzville, Ill.

RECIPROCAL DEMURRAGE BEST THING EVER.

Grain Dealers Journal: Reciprocal demurrage would be the best thing that ever happened, if it is passed, which I doubt.

The car situation is certainly affecting Bryce. We have been in business since Oct. 26 and till now have shipped 11 cars. In December we shipped 2 cars, in January 7, and in February 2.

If this bill fails to pass the Illinois legislature and passes in Iowa and Minnesota, I think it will be worse for the grain dealers of Illinois than it has ever been before.—Herman Salmon, Jr., mgr. Bryce Grain Co., Milford, Ill.

FAVORS CHICAGO FOR NATIONAL ASS'N MEETING.

Grain Dealers Journal: In reference to the time and the place of holding the next Grain Dealers National Ass'n meeting I have already given reasons why I favor Chicago, but there is some talk that Chicago might not care to entertain the convention.

I don't believe in asking Chicago receivers to go to the expense of entertaining the convention. They have done so many times and last June did themselves proud in furnishing the members a banquet that was one of the best and enjoyed by all. I believe the ass'n should not ask citizens of any particular city to go to heavy expense for the purpose of entertaining the members. I understand the National Hay Ass'n held its last meeting at Put-in-Bay and will hold this year's at Niagara Falls to get away from any particular market spending a lot of money for their entertainment. My idea of a convention is one similar to the Uniform Grade Congress. We all put in many hours of hard work during the day as well as in the evening and were there for business not pleasure. Of course if the next meeting is held at Chicago and the people there are determined to give the members some entertainment I am sure every one will be delighted to participate and be very thankful, but I believe in cutting the entertainment feature out. Yours very truly, Fred Mayer, 2nd Vice President, Toledo, O.

DOCKAGE AT TERMINALS SHOULD BE ABOLISHED.

Grain Dealers Journal: I notice in your latest edition of the Grain Dealers Journal that the Merchants Exchange of St. Louis either has or is about to abolish all dockage on bulk grain going into the elevators in East St. Louis.

I have asked a good many people, who have a long experience in handling bulk grain at elevators, why this dockage should exist, but have as yet never received a satisfactory explanation.

The dockage that is made at our various elevators in New Orleans is 2 lb. per thousand. If a dockage is to be made, I believe a dockage per thousand pounds is better than a certain dockage per car, as it is manifestly unfair to deduct as much tare from a car of 50,000 lb. capacity as from a car that has 80,000 lb. and perhaps 100,000 lb. capacity.

I would read with interest an article prepared on this dockage question, and I believe it would be of great interest to many people in the trade. As Chicago has abolished this arbitrary dockage, and St. Louis is following suit, it seems to me an indication that there is considerable interest in this question at this particular time, and I would like to see a free and frank discussion. Yours truly, A. F. Leonhardt, New Orleans.

WESTERN UNION DENIES LIABILITY FOR LOSS IN HEDGING CAUSED BY ITS ERROR.

Grain Dealers Journal: Under the impression that possibly it will interest the readers of the Grain Dealers Journal to know how grain hedging transactions are regarded by the Western Union Telegraph Co., we beg leave to submit the following verbatim copy of its answer to our petition in a certain suit, growing out of a palpable error in the transmission of a message whereby we lost \$320.

IN THE CIRCUIT COURT OF JACKSON COUNTY, MISSOURI, AT KANSAS CITY.

The Kemper Grain Co., Plaintiff.

—vs.—

Western Union Telegraph Co., Defendant.

Comes now the above named defendant and by way of amended answer to the petition of the plaintiff filed herein, denies generally each and every allegation in said petition contained.

By way of further defense to said petition defendant avers that if plaintiff sold any wheat for September delivery, as alleged by plaintiff to have been made, at eighty-two and seven-eighths cents per bushel, said sale was not a bona fide sale and that it was not intended that any wheat should be delivered under the terms of said sale, and that no wheat was delivered thereunder, and that such pretended sale of wheat for September delivery was a gambling transaction, without consideration, against public policy and void in law. WHEREFORE having fully answered defendant prays that this action be dismissed and that it recover its costs expended therein.

(Signed) Karnes, New & Krauthoff, Attorneys for Defendant.

The transaction briefly was as follows: On August 4th, 1904, we wired an offer of 85½c Kansas City for No. 2 hard wheat, to the Macksville Lumber & Grain Co., of Macksville, Kans., and received their wire acceptance for 10,000 bus. On the opening the next morning we sold 10,000 Sept. wheat (our bid having been based on the Sept. price) and sent it by mail a confirmation for this amount. It then developed that the Macksville Co., intended to accept only on 2,000 bus., but the message was garbled, and when we took in the hedge on the 8,000 bus. we did

so at an actual loss of \$320. Our action was to recover this amount.

The Western Union did not deny the error, and its only defense was along the lines indicated in the petition above.—The Kemper Grain Company, Kansas City.

ONE DAY ENUF TO LOAD.

Grain Dealers Journal: I think one day is enuf time to load a car after once spotted; and I am in favor of charging demurrage after 24 hours.

I do not hear much talk on the legislature; all the elevator men being busy "cussing" the railroads.

We have ordered cars every day for past two weeks and have not received a single car.—A. E. Saline of Saline & Olson, Appleton, Ill.

BILL NEEDS TEST OF SUPREME COURT.

Grain Dealers Journal: We truly believe this demurrage would be a benefit to the shipper, tho we think it will need to be modified before it can stand the test of a supreme court. It has passed both houses with but few amendments for better or worse.

The railroads are horsing it to us right on cars. We have shipped only a few cars since last fall and have not been open 10 days since Sept. 14. We have not had a car for over a month. Line companies all are open for business as usual.—Barton Eltr. Co., A. Maurer, mgr., Barton, N. D.

NO CARS, NO DEMURRAGE.

Grain Dealers Journal: If the shipper has a stock of grain on hand and the market is up that does not make any difference to the railroad company; it will give us cars when it pleases. The market goes down and we lose \$15 to \$25 on account of the railroad not furnishing proper cars, while in many instances they have cars by the dozen on side tracks not doing anything. The dealer is the loser.

If you get a car you must jump in and load it in 15 to 20 minutes, or demurrage is charged. Then they have plenty of time to let the loaded car stand on side track for 2 or 3 days before it goes out, and prices are still going off.

I think the railroads are not entitled to any demurrage as long as they do not furnish cars.—Chas. Heckman, Bear Creek, Wis.

WANT MORE DEMURRAGE.

Grain Dealers Journal: I have noticed in the Journal time after time of shippers' threats and complaints, but this does not relieve us shippers at Cavett, as we are not getting cars enough to know that we are in the business.

What the shipper wants, is a demurrage law, \$1 a day on each and every car that he has ordered, after the expiration of 48 hours.

While we think the demurrage is an extra good thing and we want more of it, this would give the shippers protection of orders that he has sold and can not fill, on account of scarcity of cars. We have \$20,000 invested in grain, hay and straw, in Cavett. Separate and apart from sheds and elevator. Some fellow comes along without a dollar invested, says: I want to load a car hay, straw or grain, he gets his order out, while we must

let our stuff lay and probably some of it spoil. The man that has no money invested, has no insurance to pay, or no buildings to keep up from heavy pressure of over-loading. We don't want to shut the man out with the one car, but do think we ought to have protection. As there have been wars to free the negro, the people in general ought to have war at the ballot box to free the white man.—E. C. Fisher, Cavett, O.

Chicago Corn Exposition Prizes.

The great Corn Exposition, to be held in Chicago October 5th to 19th, 1907, will offer very liberal cash and other prizes for the various sections, states and localities. A comprehensive classification is being prepared.

While it is impossible at this date to give the exact amount of the prizes and the complete classification, it is very desirable that a tentative outline be presented so that farmers, knowing what to expect, may make their plans accordingly.

OPEN TO THE WORLD.

In this section there will be two divisions, one for White Dent and one for Yellow Dent. In each division at least six premiums will be awarded, the sum total in both divisions amounting to \$5,000 or over; that is to say, \$2,500 for White and \$2,500 for Yellow. The first prize will be a very liberal one, and the incentive to compete in this section will be great.

PRIZES FOR PURE BRED CORN.

In this section liberal prizes will be offered for the best ten-ear exhibits of the leading pure bred varieties in the United States. Among these are Boone County White, Reid's Yellow Dent, Iowa Silver Mine, Improved Learning, Pride of Illinois, Champion White Pearl, and many others to be named later. In each class six or more premiums will be awarded, amounting to at least \$150, and probably considerable more.

PRIZES FOR THE WOMEN.

In this section ten-ear exhibits will be required, and there will be ten premiums in each class. The women may exhibit in two classes, Yellow corn, any variety, and White, any variety. About \$1,000 will be expended in both classes.

PRIZES FOR FLINT CORN.

An entirely new departure will be liberal prizes for the best ten ears of Yellow Flint, best ten ears of White and best ten ears of Red Flint. Heretofore shows in the corn belt have never offered prizes for Flint, and of course from the nature of the case Flint cannot compete with Dent. It is probable that \$300 to \$500 will be awarded for prizes in Flint corn. These prizes are designed to encourage the improvement and growth of corn in New England, New York, Northern Michigan, Northern Wisconsin, Minnesota and the Dakotas, or any other locality where this kind of corn is grown.

A more complete classification will be presented later. There will be prizes for boys, prizes for the girls, prizes for the different localities, state prizes, and any number of special prizes.

The important thing now is to realize what a great undertaking the National Corn Exposition really is and what it means to the corn growers. The big prizes are an incentive so far as direct rewards are concerned. By exhibiting and visiting this great show the corn growers will gain a great deal of information concerning corn culture which will pay them for their effort.

Indiana's Car Service Law.

The most practical car service law enacted by any of the state legislatures recently is now one of Indiana's statutes and no doubt will be enforced to the great advantage of the state's commerce. Among other provisions of the new law are the following:

Sec. 2. All carriers subject to the provisions of this act are required to provide and to maintain in serviceable condition the number of suitable and substantial freight cars, locomotives, and other appliances and

to the consignee on his private track, or on its tracks, or to the connecting line on its tracks at such terminal, within twenty-four hours after the same is tendered. In case any such carrier shall fail to so deliver any such car it shall forfeit and pay to the consignee the sum of five dollars for each twenty-four hours or major part thereof that it shall fail to make such delivery as required by this section: Provided, That wrecks or strikes, or accident to tracks shall be a sufficient excuse for failure to make such delivery. The sum due on account of any such forfeiture may be deducted from the freight charges following any such shipment.

Sec. 6. Every carrier subject to the provisions of this act shall furnish to all parties who may apply therefor, as provided in this act, suitable cars for the transportation of all kinds of freight in carload lots. If the car equipment of the carrier is not adequate at any time to supply the whole number of cars demanded by applicants for immediate use, then the carrier shall distribute its available equipment between the applicants in proportion to their respective requirements for immediate use, and such distribution shall be made without discrimination between shippers or between competitive and noncompetitive points, subject to such rules and regulations as may be provided by the railroad commission of Indiana: Provided, however, That preference shall be given to the shipment of live stock and perishable property.

Sec. 7. After sixty days from the date this act goes into effect, each carrier subject hereto shall provide and permanently keep at each billing station on its line in this state where it handled carload shipments, a substantial, bound book, which shall be in such form as the railroad commission of Indiana shall prescribe, and shall be suitable for permanently recording and preserving the information required by this section, and such other information as such commission may prescribe concerning the subject-matter of this act. Any applicant for cars for use at any such station shall record in such book the date of his application showing the number and kind of cars required, when required, for what kind of loading, and the point of destination, and such other information as the said commission shall prescribe. In case it is not practical or possible for the applicant to apply in person, then application may be made in writing or by wire, and if made in writing or by wire then one authentic copy shall be furnished the local agent for filing in his office, which copy shall constitute a part of the lawful record. Each carrier shall furnish to the applicant, in not less than forty-eight hours after six o'clock p. m., of the day of filing such application, the cars so required, unless the cars are not so soon required, in which case they shall be furnished when required. The carrier's agent at every such station shall record in such book the date the cars are furnished and bill out, and such other information as such commission may prescribe in the form for such record, and every such record, or a properly authenticated copy thereof, shall be competent evidence in all the courts of this state and before the railroad commission of Indiana concerning the matters required to be recorded therein. Any such carrier shall not be required to furnish cars for shipment unless applied for as provided for in this section; provided, however, that the distribution and delivery of coal cars to coal mines on such carriers' lines in this state shall not be controlled by the provisions of this section.

Sec. 9. Every carrier subject to the provisions of this act which shall fail and neglect to furnish cars to applicants in accordance with the application therefor, and as provided in section 7 of this act, shall forfeit and pay to the applicant the sum of one dollar for each car for each twenty-four hours, or major part thereof, that the delivery of the same shall be delayed beyond the date when the cars were required to be furnished: Provided, That such forfeiture shall not accrue if the carrier shall show to the satisfaction of the court, or jury, trying the cause that it did not have the cars in its control at the time they were required for delivery and that for a reasonable time prior to the failure and at the time of the failure it had made, and then made a bona-fide and reasonable effort to supply its line with the necessary car equipment to care for the traffic then on its line, and such future traffic as it could reasonably anticipate would be offered for shipment.



R. Earl Cox, Elsmore, Kan.
Vice-Pres. Kan. Grain Dirs. Ass'n.

facilities necessary to promptly and expeditiously transport from point of origin to destination in its state all freight in carload lots which shall originate on their respective lines in this state and be tendered for transportation.

Sec. 8. All carriers subject to the provisions of this act are required, when any carload freight has been properly loaded and proper shipping instructions have been delivered, to move the same forward to destination, if on its line, or to the point of junction with the connecting carrier named in the shipping directions, not less than average of fifty miles every twenty-four hours, Sundays and legal holidays excepted: Provided, That twenty-four hours shall be allowed for movements through the terminals at point of origin and for passing through any transfer or terminal on route. Every such carrier shall receive from its connecting lines at junction points, or at the point of interchange agreed upon between them, all carload freight tendered therefrom for forwarding on its line, and shall move the same forward to destination, or to the connecting carrier named in the shipping directions an average of not less than fifty miles every twenty-four hours shall be allowed for the movement through the terminal at point of origin and for passing through any transfer or terminal en route. In case any such carrier shall fail, unless prevented by wrecks, or strikes, or accident to tracks, to forward carload shipments as provided in this section then every such carrier shall forfeit and pay to the consignee of such freight the sum of five dollars per car for each twenty-four hours or major part thereof that the same has not been moved forward as required by this section, and the sum due on account of any such forfeiture may be deducted from the freight charges following any such shipment.

Sec. 4. All carriers subject to the provisions of this act shall deliver to any consignee on his private track or track used by him for loading or unloading, or on their public delivery track and shall receive from any connecting carrier, at any terminal point in this state, for the purpose of delivery to points located on its line at such terminal or to points reached over or through its line at such terminal, all carload freight tendered it by any such connecting line, and shall deliver the same

Louis Dreyfus & Co. have been granted a concession to build and operate 30 grain elevators in Argentina.

Asked— Answered

[Readers who fail to find information desired on any grain trade subject of general interest should send us their query for free publication here. The experience of your brother dealers is worth consulting.]

HOW TO HEDGE?

Grain Dealers Journal: Is there any publication giving information in regard to dealing in futures, in the grain business, so that country grain buyers can protect themselves against loss from change of market? —E. J. Freeman, agt. Regan & Lyness Elevator Co., Turtle Lake, N. D.

IS BROKERAGE DUE WHEN ORDER IS ACCEPTED BY SELLER?

Grain Dealers Journal: Where sale is made by a broker and grain is rejected by buyer on account of a decline in the market must seller pay brokerage? We have a controversy with a broker, who wants to charge a brokerage for reselling cars which were refused on arrival. We hold that brokerage is not due until grain is delivered and paid for. Our terms of course being draft payable upon arrival. We hold brokerage is not due until sale is completed, unless cancelled thru some fault of the seller. We would like very much to see a Supreme Court Decision bearing on this point or to read the experience of others in similar transactions. The Ohio Cereal Co., Circleville, O.

RAILROADS SHOULD PAY FULL DAMAGES FOR DESTROYED ELEVATORS.

Grain Dealers Journal: In your issue of February 25, 1907, H. A. Hillmer, of Freeport, asks readers regarding the liability of the Railroad Co., for his elevator that was destroyed by wreck at German Valley, Ill.

It is very evident that there is not on record another case of this kind. I am of the opinion that the railroad company can be compelled to make payment for every dollar of this damage and all that is necessary for the Hillmer Co., to do is to file suit. After suit is brot, before a trial is had before a jury, the railroad company will hasten to make a satisfactory settlement.

There have been numerous decisions that corporations cannot limit their liabilities. The stipulation in leases releasing railroad companies of all responsibility in case of fire or any other accident is void. Under the law of eminent domain railroads can invade private property and appropriate same for their own use by proceeding according to law over the protest of the owner. For this reason they are liable for all damages arising to shippers with property located on their right-of-way, even when said damages are incurred by fire, and in this instance the train running at the high speed and the accident happening as it did, I would not ask for a better case if I were an attorney.

It can easily be proven that a party desiring to erect elevator on the right-of-way is compelled to sign any sort of a lease presented to him, and the provision above referred to was probably not called to his attention at the time.

If a passing train kills a \$15 cow or

sets fire to a \$5.00 straw stack, within 24 hours the claim agent is rushing forward to pay the farmer two prices for the cow and ten prices for the straw stack. Why should the Hillmer Co., hesitate for a moment to file suit for the full amount. Go after them, and don't accept any 50 per cent reduction either.—Ed. J. Coyle, Perry, Okla.

AUTOMATIC SCALE WEIGHTS WOULD BE ADMITTED BY COURT.

Grain Dealers Journal: In Feb. 10th issue of Grain Dealers Journal Mr. A. J. Sauer, Le Mars, Ia., asks:—"In a case of shortage would the Court uphold an automatic scale as correct as a hopper scale."

In the same article he states his experience with his 3,500 pound hopper scale, saying that his weighman stays right with it when he weighs out a car and even then he (Sauer) is "not sure."

In answer to his query as to what the Court would do under such a statement of facts, we should say that as Mr. Sauer is "not sure" of his hopper scale weights, he certainly could not expect the Court to "be sure." Could he?

That conclusion then eliminates the hopper scale from the question and narrows it down to what the Court would do in a case of shortage had the shipper relied on automatic scale weights.

In the Grain Dealers Journal of Feb. 25, 1907, a party signing himself "S," in an article headed "Automatic and Hopper Scale Weights," says any Court would give a decision in favor of the hopper scale, "if weights were made under proper conditions."

What are "proper conditions?" To have the scales weigh right? Mr. Sauer says his were right and that they had a capacity of 3,500 pounds.

Should there be a man in attendance at the weighing? Mr. Sauer says his weighman was right there. It is to be presumed that he read the beam aright. Consequently "S" must admit that the conditions were "proper" with Mr. Sauer's hopper scale and yet Mr. Sauer himself, under these "proper conditions" says he is "not sure." Perhaps "S" could help Mr. Sauer in theory a little, but we are not so sure that he could help conditions practically. The condition in which Mr. Sauer finds himself with his hopper scale defines the situation as it exists to-day with all users of hopper scales in country elevators. They are none of them "sure" of their weights and the reason is twofold viz:

First, the hopper scale with its 13 to 22 bearing points is liable to bind somewhere and not give exact weights and there are not a half dozen elevator men in the whole state of Iowa who could detect or rectify these troubles which nearly always exist in platform, hopper and track scales. [Read "A few Scale Tests" by C. A. King in the Grain Dealers Journal of Feb. 25, 1907, page 230. Much instructive information there to users of hopper and wagon scales.]

Second, there is the ever present possibility of the hopper scale operator, the weighman as Mr. Sauer calls him, to make a mistake. That is why Mr. Sauer is "not sure." It is because of the "inaccurate" man, as "S" calls him in his article, that all users of hopper scales in nine shortage cases out of ten are obliged to settle according to destination weights. If the shipper is once sure of his weights, he does not fear the result. If the weights

at destination do not agree with his weights at shipping point he then has a sure case against the railroad company. Why? Because he can prove his own weights are right.

If the shipper should load six horses in a car and get his B/L from the R. R. company, and the consignee should write him on arrival of the car that there were only 5 horses in the car when he received it, would there be any doubt in the mind of the shipper that he would get paid for the lost horse? Assuredly not. Why? Because he could prove by at least a half dozen men that he put six horses in that car. Tom, Dick, Harry and Bill, each would swear positively that six horses went into that car. The Claim Agent could not get around that evidence.

On the other hand the shipper weighs out 1200 bus. of grain over his hopper scales in drafts of about 3500 pounds each. He is just like Mr. Sauer says he is, when destination reports a shortage, viz: He is "not sure." He cannot bring Tom, Dick Harry and Bill forward each to swear that there were 1200 bus. in that car. The Claim Agent knows this. Hence the poor shipper, because he is "not sure", must loose the grain because destination weights are against him.

The railroads are just as liable under the law for the loss of a bushel of grain as for the loss of a horse. They don't settle for the loss of the grain, as a rule, because the shipper "isn't sure."

With an automatic scale the shipper of grain, if he puts the grain in the car, is then independent of the results at destination. In cases of shortage he knows what he loaded in the car and in so far as his getting paid for all of it is concerned, he knows it will be done for two reasons:

First, he is sure of the number of bushels loaded, and

Second, the Claim Agent can't show differently.

Hence it is as it should be, a question between the railroad company and destination, if there is a shortage. The railroad will soon see to it both that the cars do not leak enroute and that the scales at destination are right.

Suppose a grain shipper at a country elevator installs an automatic scale. He tests and re-tests its weights and finds it always just the same. Almost absolutely accurate. Suppose he weighs out several shipments and he says to himself "I'll wait for returns from destination. I'll just wager there will be no difference in the weights now."

Returns show shortage. Then, if he does not do his own thinking, he is in trouble. Why?

He says the trouble must be with the automatic. Those fellows at destination won't recognize automatic weights, etc.

He does not stop to think that those fellows at destination don't recognize any weights except their own. Then he may be led to conclude that since the automatic scale weights in each and every test he ever made with it were exactly alike, why he is standing in his own light by not making the railroad pay him for the grain lost in transit.

Testing his automatic scale and waiting for destination weights to determine its correctness, is just as reasonable as to test his hopper scale, get two or three men to assist him in weighing out a car load, each man reading the beam and putting down the figures correctly, and then to wait for destination weights to

prove to him whether his weights were right or not.

The sole and only question with a grain shipper in weighing out his grain is for him to know that he is right. when the shipper once equips his elevator so that he is sure of his own weights, he not only will be able to convince the Court of that fact, but the people to whom he ships, and the railroads which carry the grain for him.

After the railroads have paid a few of his shortage claims they will sit up and take notice and see to it that they do not lose so much of his grain. It will cost them too much. They can't afford the loss. If the railroad company can't afford the loss, how can the poor shipper stand it?

I believe the automatic scale is the coming solution of this problem. My belief is founded on what I have seen of them in practical work. They weigh the grain as it is fed through the chute; they record each draft; they discharge same into the car and, there is one we have seen, which makes a printed record of the number of drafts, just like a recording beam of a track scale. We have seen tests of drafts made by automatic scales, ranging in weights from 50 to 500 pounds per draft with almost absolute accuracy; and with oats from 16 lbs. per bu. to wheat at 62 lbs. We once saw 2000 bags of corn of 100 pounds each in a warehouse which had been weighed by automatic scales and each bag had been re-weighed on platform scales and there was no variation from the 100 pounds in any one sack.

It is not less the duty than the interest of country elevator men to keep an open mind towards these new developments. Just consider how quickly the large banks and counting houses over the country put in adding machines. Why? Because the machines are more accurate and quicker than bookkeepers.

Just stop and think how the cash register has found its way behind the counter of nearly every store in the country. Why? Because the machine keeps the cash account absolutely straight.

Just look at the record made by the computing scales. We find them now in every butcher shop and grocery. Why? Because the machine is sure, and quickly calculates the amount purchased and does it more accurately than the clerk can possibly do it in the same length of time.

Whoever now-a-days thinks of questioning the accuracy of the cash register, the adding machine, or the computing scale? Would the Court, in a law suit, disregard the facts, as shown by these machines and give as his reasons that the user of a cash register should go back to the old cash drawer system? Would the court say to the First National Bank of Chicago, which has in use 45 adding machines, that they cannot show condition of accounts correctly but must go back to the book-keeper with pen and ink? Would the Court decide in favor of the old time counter scale as against the computing scale?

The Court is sworn to decide its cases in accordance with the facts presented. If it should be shown that the cash register is accurate, the adding machine is accurate, the computing scale is accurate, there is nothing for the Court to do but decide accordingly.

Just so it is with the automatic scale and it does not make any difference how many persons, like "S" above mentioned, should build up fine theories or raise nice questions to the contrary, particularly

when such theories and questions run counter to facts.—F. B. Botkin.

HOW TO CULTIVATE TRADE?

Grain Dealers Journal: I am a young man, 23 years of age, buying for a company in western Nebraska; and ask my brother dealers how best to handle the public.

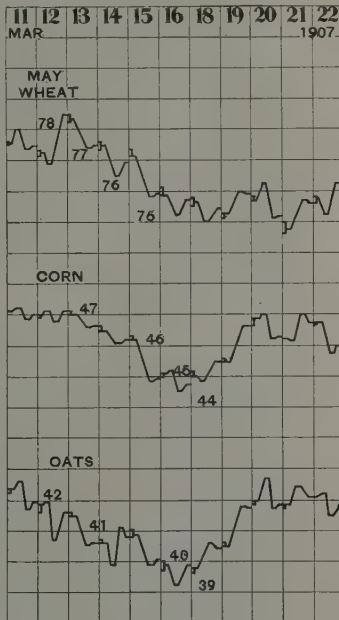
My competitor is getting somewhat the best of me; it seems that he can do more with a man just thru conversation. Could I help my trade by talking more and should I ask the farmer why he does not trade with me more? Should I ask the farmer to give me a share of his grain? Or would it be better for me to keep quiet and let the farmer come to me by his own willingness, feeling confident that I will give him a square deal?

I have heard it said that my competitor would get it back on the farmer if he was getting a cent or two more. Farmers have complained to me about the other man, but I told them he would not try to beat them. Was that the right way to do?

I have been in this work a little over a year; and if some brother dealer could give me aid thru the columns of the *Grain Dealers Journal* I would be greatly pleased.—R. S. R.

Chicago Prices

The opening, high, low and closing quotations on wheat, corn and oats for the May delivery at Chicago for 2 weeks prior to Mar. 23 are given on the chart herewith.



The government has ruled that under the new pure food law the words "cereal coffee" cannot be used to describe "imitation coffee."

Former Senator Joseph R. Burton, convicted of practicing as attorney before the postoffice dept. for a get-rich-quick concern, has served most of his 6-months sentence and was released from jail Mar. 22.

A Texan Problem.

To a farmer's forty acres of fair and growing grain
Add 30 days of sunshine and 25 of rain;
Plus 30,000,000 green bugs, times 40 appetites;
Subtracted should the grain be from the whole sum by rights.
It = what?

This is a Texan problem which the bulls on 'Change assist
While perchance the farmer's credit in his bank book looks like this—
"000000"

Recovery of Margins Advanced

In the suit by Ware & Leland to recover margins advanced to a customer for speculation in grain the Supreme Court of Iowa has recently reversed the decision of the district court of Dallas County.

For Heiss, the customer, Ware & Leland sold December wheat on Sept. 6, 7 and 8 at \$1.05½ to \$1.12 per bu., covered 5,000 bus. by purchases at \$1.01¾ on Sept. 9, 1904; and, defendant failing to deposit margin, the loss was stopped by the purchase of 20,000 bus. at \$1.12¾ and 10,000 bus. at \$1.14¾.

The orders were taken at Ware & Leland's branch office at Perry, Ia., and executed on the Board of Trade, defendant having dealt in 120,000 bus. from Aug. 10 to Sept. 12, at a loss of \$475 actually advanced and \$1,050 additional.

The Supreme Court said "There was no actual delivery of any of the grain, but the agreements to buy and sell seem to have been offset and the differences computed. The law with reference to such transactions is fully settled in this state as well as elsewhere," the court then referring to the suit of Munns against the Donovan Commission Co. bucket-shop; Hansen against the Boyd bucket-shop; Board of Trade against the Christy bucket-shop, as disposing of the argument, indicating that the court does not understand the distinction between bucket-shop gambling and legitimate Board of Trade transactions.

In deciding against Ware & Leland the Supreme Court relied upon the following instruction of the lower court to the jury: "The court directed the jury that, to entitle plaintiff to recover, it must appear that they paid out money for and on account of defendant and covered losses sustained in the sales and purchases made for and on behalf of the defendant in excess of the amount paid by the defendant as shown by the testimony, and in excess of the amount, if any, of the profits realized on the transactions on the behalf of the defendant." Appellant insists that the evidence failed to show that the plaintiff had expended or paid out any money on the contracts of purchase made Sept. 12, 1904, to close the plaintiff's deals and this is confirmed by the record. Appellee might have incurred a liability to comply with such contracts, both by virtue thereof and the rules of the Board of Trade, but there is no evidence that they ever paid out anything on account thereof. Because they had contracted to pay or were required by the rules of the Board of Trade to do so furnishes no evidence that this had been done, and until actual payment they had not suffered loss and were not in a situation to demand to be recouped for damages by the plaintiff. This is elementary and as the court instructed.—110 N. W. 594.

Durum wheat was so ably defended recently by Professor Mark Carleton that the Northwestern traducers of the Dept. of Agri. have subsided for a time.

Market Gossip.

I feel very bullish on wheat and bearish on corn.—A. V. Booth.

In traveling thru Iowa I find that the dealers are bearish on corn while the farmers are bulls. Roads are bad.—H. A. Rumsey.

Chicago, Ill.—Barley is selling higher than it has been for 20 years. The present prices will justify sweeping the bins.—Fred Stevers.

Owing to the uncertainty of getting cars dealers are not selling for future delivery. Consignments are becoming very popular. M. M. Freeman.

The demand for grain is fairly good in the east. Everything points to larger receipts during the latter part of this month and prices will probably go lower.—George Tough.

Chicago, Ill.—Grain dealers continually write us that if we will get them cars they will ship to us. We do what we can for them, which generally is very little.—C. F. Van Wie.

The west could get cars if the eastern roads were open so they could transfer grain and return the cars to us. Prices are firm and look as if they would go higher.—Carl H. Thayer.

The scarcity of the hay crop thru central and southern Ill., Ia., and Ind., and the southern demand is what makes the price of hay high. I expect to see hay higher between now and middle of May.—J. H. Harney.

In traveling thru the country I find there is more grain in the hands of the farmer and dealer than ever before. Therefore we can expect a larger movement than we have ever known during the spring and summer.—F. H. Gulick.

Chicago, Ill.—Instead of talking calamity and panics I see no reason for thinking otherwise than optimistically. General conditions never were better and the outlook is promising. This little ordeal thru which we are passing will better the situation.—E. R. Shaw.

Chicago, Ill.—There is in all places 200,000,000, bus. of corn in this country. The foreign demand is poor and the domestic demand is very slow. With more corn on hand than ever before and the demand diminishing it is no wonder that corn goes lower.—S. P. Arnot.

Chicago, Ill.—The car situation is easing up in the west. The grain dealers are going to ship in their soft corn as fast as they can get cars and keep their No. 3 corn. They will then sell it on the Call for April and May delivery.—C. H. Thayer.

Chicago, Ill.—Our letters are full of supplications from dealers asking us to help them get cars. We get the railroads to help us and we want to give them credit by saying that they partially fulfil their promises. For instance they set out 1 car when they promise 5. Receivers expect a very heavy spring trade. I am called a 'hydrophobia' bear but I believe wheat will go higher.—Jno. F. Wright.

Farm reserves are a bugbear. I look for wheat receipts to be comparatively small. Local country mills have been the consumers, and they will continue to get all the trade if we continue to maintain a market upon which millers cannot rely to get what they want. No man can guess what kind of wheat will be delivered to him here in September. Don't be alarmed about corn and oats in farmers hands. They know best what oats and corn are worth. The Agricultural Department

should do the worrying. It will have to send out big figures or stultify itself over crop it has reported. When corn gets higher eastern Europe will be after it and make things lively.—E. W. Wagner.

Suffern-Hunt's New Transfer Elevator at Decatur, Ill.

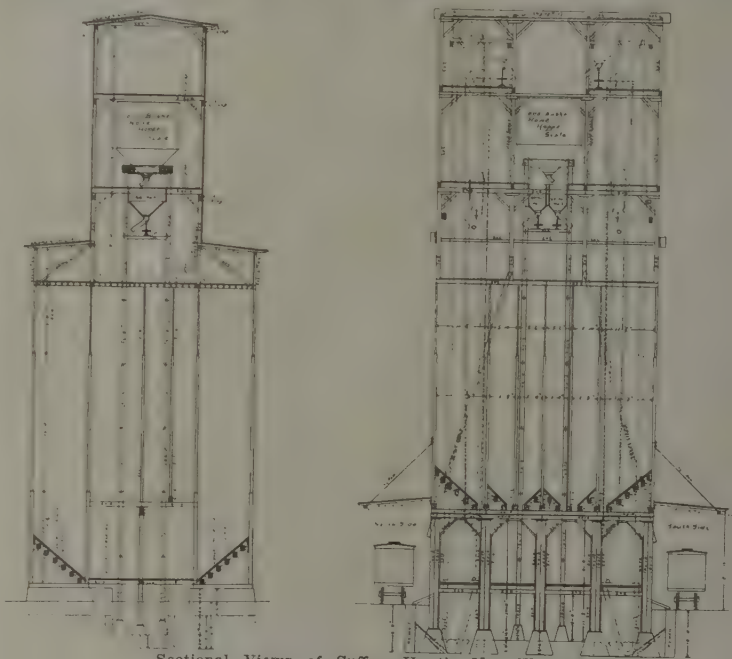
The elevator illustrated herewith was designed and built primarily for receiving grain from interurban electric cars, on either side of the building simultaneously, as well as for loading out grain into cars of the steam lines. If desired grain may be received from car on one side of the elevator while a car is being loaded on the other.

The Suffern-Hunt Starch Co. at Decatur, Ill., for which the elevator was designed and erected by the Younglove Construction Co., intend to establish a line of storage cribs along the electric routes

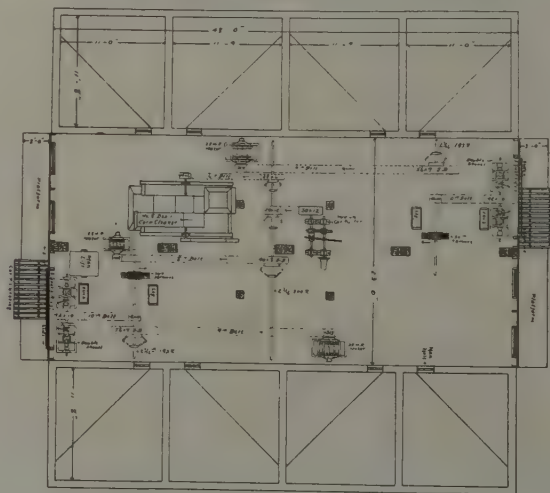
tributary to Decatur, for the use of the farmers. The company will then run an electric car containing sheller, cleaner and gasoline engine to the cribs containing ear corn, shell the corn and haul it by trolley to the Decatur elevator, where it will be unloaded and weighed. The plan of the company is unique and probably unprecedented.

The building is modern in every particular, being 49 x 48 feet and 120 feet high. It rests on a solid concrete foundation, is cribbed to a height of 65 feet, covered with galvanized corrugated siding and roofed with a five-ply gravel roofing. The half-tone given herewith shows the building before all the siding had been put on.

The details of the plan of the building are shown very clearly in the three etchings. Each of the two legs has 20 x 6 in. buckets, is driven by a 35 h.p. induction motor and can be used either in receiv-



Sectional Views of Suffern-Hunt's New Elevator.



Floor Plan Suffern-Hunt's New Elevator.

ing or shipping. The twenty bins in the elevator are well braced and hopped to drain into the boots.

The machinery on the working floor consists of a No. 8 Beall cleaner, two double, Clark power shovels, a car mover, two 35 h.p. motors and one 25 h.p. motor. Also a man lift. Each large motor drives one elevator and power shovel while the small motor runs the cleaner and car

puller. As the illustration of the working floor shows, all of the motors are attached to the ceiling so that the working floor is left clear. The beam of the hopper scale is also on this floor.

The cupola which extends 55 feet above the cribbing is built to accommodate a 1,600 bus. Howe Hopper Scale, with two small garnerers under it and the distributing spouts. Much attention was given to

the supporting of the hopper scale which is carried on an independent foundation, by 10 x 10 in. posts, hence any settling of the building will not affect the scale. Grain may be delivered direct to the scale or to independent spouts distributing same to any bin in the elevator. The four distributing spouts may be operated from the ground floor.

Electricity is the only power used in the elevator, with rope transmission from the counter to the head shafts. The drive from the line shaft to the counter shaft is a 3 groove rope sheave. Since the head pulleys are 72 inches in diameter the rapid and easy handling of grain is assured. A car can be loaded from either side of the elevator in about fifteen minutes, the loading spouts being set at an angle so that cars may be loaded to the roof without shoveling.

Crop Reports.

[Continued from Page 345.]

less something happens very soon the wheat will be destroyed as well as the oats. Noble County: Morrison, indications at this point are that the bugs are very aggressive and have killed wheat in some places. Billings, no bugs reported. Crops doing fine. Perry farmers in a quandary as to such a thing as a green bug. Some say they are working in fields tributary to this point while others say growing crop never better. Oklahoma County: Reports from four points in this county say that the bugs are doing a great deal of damage. The acreage as a whole is small, conditions otherwise fine. Payne County: A great deal of damage has already been done. Per cent not given. Weather conditions alone can rectify this evil. Woods County: A great deal of damage at Jett seems to be the only point in this county that is much affected and the amount in this locality is still unknown. Goltzy, Homer, Helena, Phillips, and Ayard report no bugs, growing crop fine. Woodward County: No bugs, growing crop all that could be desired.—C. F. Prouty, Sec., Grain Dealers Ass'n of Oklahoma and Indian Territory.

Tennessee.

Franklin, Tenn.—The growing crop looks fine. Most of the wheat raised in this territory is sold to local mills.—J. C. Rea.

Texas.

Mesquite, Tex.—Oats have been eaten up by the green bugs.—L. C. Ebrite.

Mansfield, Tex.—Grain of all kinds practically killed. Will not be one-tenth of an ordinary crop.—J. W. Harrison.

McKinney, Tex.—The wheat and oat crops have been totally destroyed by the green bug.—The J. B. Knott Grain Co.

Midlothian, Tex.—The wheat is almost eaten up by green bugs, oats too are badly damaged.—W. W. Major, mgr., Midlothian Milling Co.

Meridian, Tex.—The crops of this country will be less than 50 per cent of that of last year, owing to the ravages of the green bug and the lack of rain at the present time. The Lumpkin Flour Mills.

Fort Worth, Tex.—On account of Mr. Greenbug our wheat and oat crop will not be over 50 per cent of an average, and if this cloudy and rather cool weather continues it will be reduced to a 25 per cent proposition.—H. B. Dorsey, secy., Texas Grain Dealers Ass'n.

Frisco, Tex.—Not a bu. of wheat or oats will be threshed in Collin county this year on account of the great havoc wrought by the green bug. All the wheat and oat lands that can be cultivated will be planted in corn and cotton and the remainder will lie idle. We will have to draw our supplies of wheat and oats next year from the north.—M. F. Smith, pres., Frisco Grain & Eltr. Co.

Celina, Tex.—About 2-3ds of the usual acreage of wheat has been sown here. The fields north of us, at Phome, at Frisco are being plowed up, some being used for cotton and corn. At Sanger the crop has been totally destroyed by the green bug, the fields looking as tho burned. What is left of the crop at Savoy can not possibly make over 50 per cent of a crop with favorable conditions. Every field, it is reported, has been plowed up between this point and McKinney, a distance of 18 miles.

—J. F. Smith, secy., Celina Mill & Eltr. Co.



Suffern-Hunt's New Elevator at Decatur, Ill.



Working Floor of Suffern-Hunt's New Elevator.

Indiana's Anti-Bucket-Shop Law.

The Hoosier state has a new law against bucket shops which bids fair to free that state of the sharp bettors. The law clearly distinguishes between legitimate purchases and sales of grain for future delivery and fixes heavy fines for betting on the rise or fall of market prices as is done in the bucket shops of the country. More states should enact rigid laws against these disreputable joints. Every cash grain dealer can well afford to recommend the following to his representative in the state legislature. It is the law of Indiana.

An Act concerning bucket shops and bucket shopping within the State of Indiana, providing penalties for the violation thereof.

Section 1. Be it enacted by the General Assembly of the State of Indiana, That a bucket shop, within the meaning of this act, is defined to be an office, store or other place wherein the proprietor or keeper thereof, either in his or its own behalf, or as the agent or correspondent of any other person, corporation, association or copartnership within or without the state, contemplates or intends that such contracts, agreements, trades or transactions shall be, or may be closed, adjusted or settled according to, or upon the basis of, the public market quotations of prices made on any board of trade or exchange, upon which the commodities or securities referred to in such contracts, agreements, trades or transactions are dealt in, and without a bona fide transaction on such board of trade or exchange; or wherein both parties, or such keeper or proprietor shall contemplate or intend that such contracts, agreements, trades or transactions shall be, or may be, deemed closed or terminated when the public market quotations of prices made on such board of trade, or exchange, for the articles or securities named in such contracts, agreements, trades or transactions, shall reach a certain figure; and also any office, store, or other place where the keeper or proprietor thereof, either in his or its own behalf, or as an agent, as aforesaid, therein makes or offers to make, with others, contracts, trades or transactions for the purchase or sale of any such commodity, wherein the parties thereto do not contemplate the actual or bona fide receipt or delivery of such property, but do contemplate a settlement thereof based upon differences in the price at which said property is, or is claimed to be, bought and sold. The said crime shall be complete against any proprietor or keeper thus offering to make any such contracts, trades or transactions, whether such offer is accepted or not. It is the intention of this act to prevent, punish and prohibit, within this state, the business now engaged in and conducted in places commonly known and designated as "bucket shops," and also to include the practice now commonly known as bucket-shopping by persons, corporations, associations or copartnerships, who or which ostensibly carry on the business or occupation of commission merchants or brokers in grain, provisions, cotton, coffee, petroleum, stocks and bonds.

Sec. 2. It shall be unlawful for any corporation, association, copartnership or person to keep or cause to be kept, within this state, any such bucket shop; and any corporation or person, whether acting individually or as a member, or as an officer, agent or employee of any corporation, association or copartnership, who shall keep or assist in the keeping of any such bucket shop within this state, shall, upon conviction thereof, be fined in a sum not less than five hundred dollars and not more than one thousand dollars or be imprisoned in the county jail until such fine is paid, not exceeding one year; and any person or persons who shall be guilty of a second offense under this statute, in addition to the penalty above prescribed, shall, upon conviction, be imprisoned in the county jail for a period of not less than sixty days nor more than one year, and if a corporation, shall be liable to forfeiture of its charter, and the continuance of such establishment after the first conviction shall be deemed a second offense.

Sec. 3. Any corporation, association, copartnership or person who shall communicate, receive, exhibit or display in any manner, any statements of quotations of the

prices of any property mentioned in section one (1) hereof, with a view to any transactions in this act prohibited, shall be deemed an accessory and upon conviction thereof, shall be fined and punished the same as the principal, and as provided in section two (2) of this act.

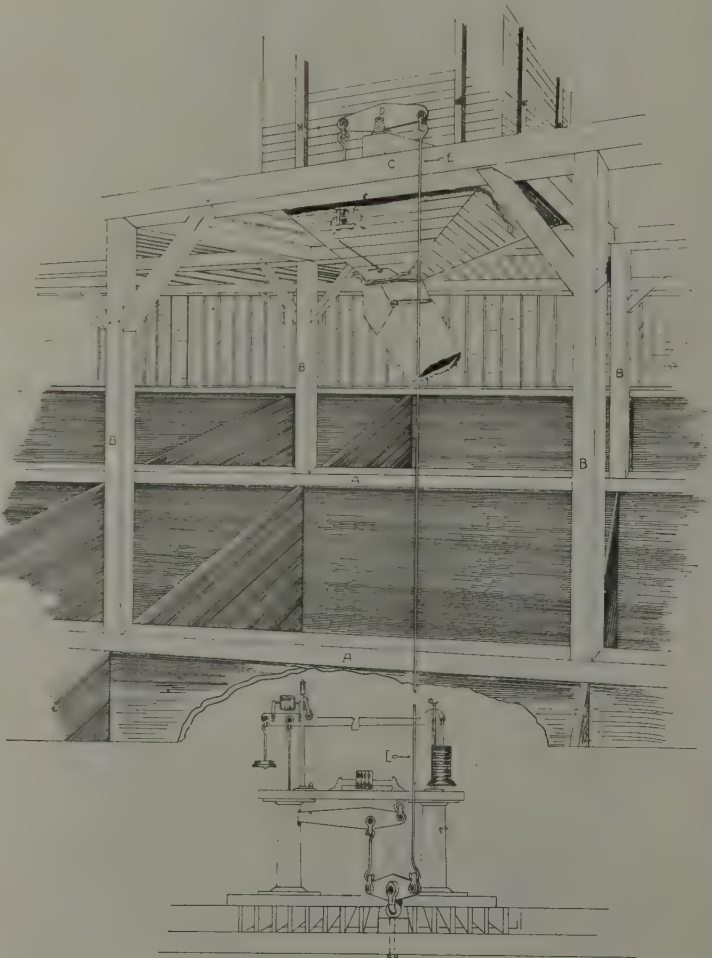
Sec. 4. It shall be the duty of every commission merchant, copartnership, association, corporation, person or broker in this state engaged in the business of buying or selling or of buying and selling stocks, grain, provisions or other commodities or personal property for any person, principal, customer, or purchaser to furnish upon demand, to any customer or principal for whom such commission merchant, broker, copartnership, corporation, association or person has executed any order for the actual purchase or sale of the commodities hereinbefore mentioned, either for immediate or future delivery, a written statement containing the names of the parties from whom such property was bought, or to whom it shall have been sold, as the case may be, the time when, the place where, and the price at which the same was either bought or sold; and in case such commission merchant, broker, copartnership, corporation or association shall refuse promptly to furnish such statement upon reasonable demand, the fact of such refusal shall be prima facie evidence that such property was not sold or bought in a legitimate manner.

Up to the present time the farmers, the exporters and the agricultural department are the only ones who have been pleased with the introduction of durum wheat.—*Commercial West.*

Rigid Supports Needed for Hopper Scales.

The folly of supporting hopper scales on the cribbing has been clearly pointed out by H. A. Foss, Weighmaster of the Chicago Board of Trade. It would seem unnecessary to issue a warning in regard to this mistake so frequently made. Yet the very fact that in many elevators equipped with hopper scales correct weights are seldom obtained emphasizes the need of properly supporting them.

Referring to illustration Fig. 1 it will be noted that the timbers which support the hopper scale rest on the cribbing. Suppose then the bins on the left hand side of the illustration are filled with grain, while those on the right side are empty. It does not require an active imagination to see that the tendency of the loaded side of the elevator would, in obedience to natural law, be downward and outward, while the empty side would be moved higher. Altho spike after spike might have been driven into the cribbing, and it is supposed to be thoroly dry, there is bound to be a slight shifting of the cribbing on account of unequal pressure, and no matter if it is ever so slight it will effect the accuracy of the hopper scale resting on it. It may be accepted



Hopper Scales Supported on Cribbing Can Not Be Depended Upon.

as a fundamental principle in installing hopper scales, that any scale which is dependant on cribbing for support will get out of balance, entailing much trouble and incorrect weights.

A rigid foundation is the secret of hopper scale stability. In order to insure permanent accuracy the scale must be supported directly on the foundation piers. This may be accomplished as shown in Fig. 2. The illustration shows a direct support from the foundation piers to the hopper scale. The columns bearing the scale are independent of the cribbing, and set directly on nests of pillars supported by the main piers, which in turn rest on the foundation piers.

The columns, which preferably should be steel, are made continuous by box cleats fastened to the cribbing, but not to the columns. It is thus apparent that so long as the foundation is stationary a permanent level is insured. In short the ancient principle of founding a house on a rock so it will stand applies in these modern times to hopper scales.

It is also worthy of note that many hopper scales are being installed close to the foundation, instead of in the cupola, which heretofore has been the prevailing custom. It is self-evident that scales which are built lower are easier to support rigidly than those high above the foundation.

Tipping for Cars Unlawful in Indiana.

Before adjourning Indiana's legislature passed and the Governor has approved Engrossed Senate Bill No. 257 which follows:

An Act defining the crime of bribery and prescribing punishment therefor.

Section 1. Be it enacted by the General Assembly of the State of Indiana, That any person, being an officer, agent or employee of any common carrier doing business in this state who shall, directly or indirectly, solicit, accept or receive from any person, firm or corporation any money, property or thing of value, in consideration for which such officer, agent or employee does, or agrees to do, or perform, any act for and on behalf of such carrier, and in the behalf of such person, firm or corporation shall be guilty of bribery, and upon conviction thereof shall be fined not less than twenty-five dollars nor more than one hundred dollars.

Section 2. Any person or corporation, or any agent, employee or officer of any firm or corporation, who shall, directly or indirectly, offer, pay or deliver to any officer, agent or employee of any common carrier doing business in this state, any money, property or thing of value, in consideration for which such officer, agent or employee does, or agrees to do, or perform, any act for and on behalf of such carrier, and in the behalf of such person, firm or corporation, shall be guilty of bribery, and upon conviction thereof shall be fined not less than twenty-five dollars nor more than one hundred dollars.

Provided, That the payment and acceptance of the established and regular charges imposed by any such common carrier for

services performed by it shall not constitute either of the crimes defined by this act.

Missouri's Tax on Options.

The Missouri Legislature has just enacted a new law taxing all grain options 25 cts. on each transfer to provide a fund to improve the state's roads. While the tax is not heavy enough to prove burdensome to grain exchange members, the clerical work needed to comply with the law will cause no end of inconvenience, in fact the law if rigidly enforced will cost the exchange members much more than the tax. The law is as follows:

AN ACT

Making it unlawful for any corporation, co-partnership or person to buy or sell, for future delivery, stocks or bonds of any corporation, or petroleum, cotton, grain, provisions or other commodities, without at the time delivering or receiving a written memoranda with a stamp purchased of the state auditor, and to provide a road fund, and to prescribe the manner of its distribution; and providing penalties for the violation hereof. Be it enacted by the General Assembly of the State of Missouri, as follows:

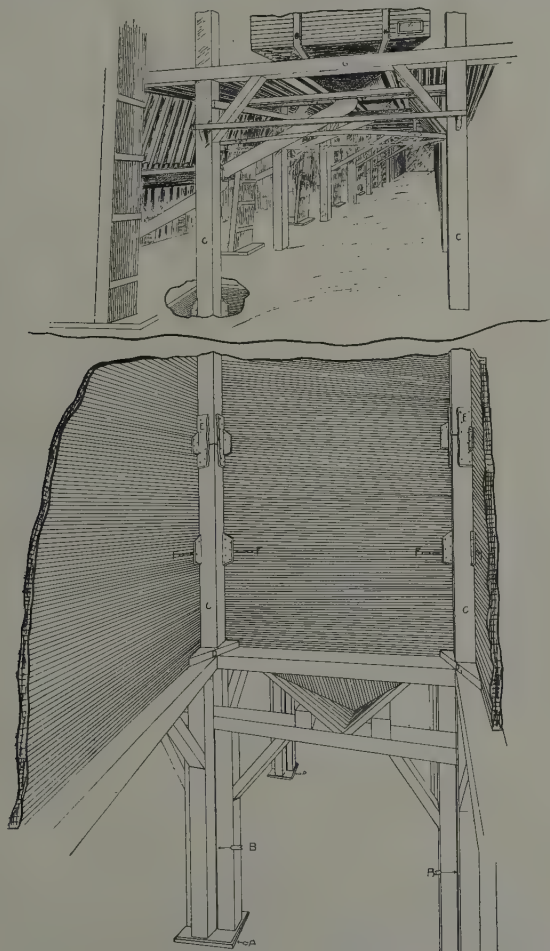
Section 1. It shall be unlawful for any corporation, association, co-partnership or person to keep, or cause to be kept, in this state, any office, store or other place where-in is permitted the buying or selling of shares of stocks or bonds of any corporation, or petroleum, cotton, grain, provisions or other commodities, either on margins or otherwise, where the same is not at the time actually paid for and delivered, without at the time of the sale the seller shall cause to be made a complete record of the thing sold, the purchaser at the time of delivery in a book kept for that purpose; and at the same time the seller shall deliver to the purchaser a written or printed memoranda of said sale, on which he shall place, or caused to be placed, a stamp of the value of twenty-five cents, which the seller shall purchase of the state auditor, and have on hand before making such sale; and it shall be the duty of the state auditor, upon the passage of this act, to have printed or engraved stamps for this purpose, of such design as he may select; and on application and payment for said stamps, to immediately furnish the same to the applicants applying therefor: Provided, further, that it shall be unlawful for the purchaser to receive the memoranda aforesaid until it bears the stamp above provided for.

Sec. 2. The fund arising from the sale of the stamps provided for in section one of this act shall, in the hands of the state auditor, constitute a road fund; and it shall be the duty of the said auditor to distribute said fund, annually, to the counties in the state and the city of St. Louis, in the same proportion and in like manner as the state school funds are now distributed by him.

Sec. 3. Any person, whether acting individually or as a member, or as an officer, agent or employee of any corporation, association or co-partnership, who shall be guilty of violating any of the provisions of section one, shall, upon conviction thereof, be fined in any sum not less than fifty, nor more than one thousand dollars, and in addition thereto may be imprisoned in the county or city jail for a period of not less than thirty days, nor to exceed one year.

John W. Burk the well known miller and grain dealer of Springfield, O., has been elected to the presidency of the Millers National Federation for another year. Ass'n matters have been very well handled by him during the past year. The annual meeting of Ass'n delegates will be held Apr. 12 and 13 at Chicago, Ill.

The Extension Department of the Iowa State Agricultural College has formulated a plan of work looking toward the improvement of the oat crop along similar lines as has been done with the corn. Arrangements were completed for the operation of a Seed Oats Special Train over a portion of the Chicago, Milwaukee & St. Paul Ry., but were cancelled by the Railroad Company without explanation. It is evident that the reason was because of too much adverse railroad legislation.



For Correct Weights Give Hopper Scales Independent Foundation.

Grain Trade News

ARKANSAS.

Pine Bluff, Ark.—The Marsh Commission Co. has succeeded the Marsh-Riley Commission Co., Elmo Marsh becoming the sole owner.

Little Rock, Ark.—The Board of Trade is considering the advisability of issuing official certificates of weight. It is believed that official weights would be an added attraction to this market, the grain trade of which is showing steady growth.

Little Rock, Ark.—The passage of the Rector anti-future bill was recommended Mar. 15 by the senate committee on agriculture. Telegraph and telephone companies are prohibited from handling messages that might promote speculation, and the owners of buildings in which bucketshops operate are made liable under the law.

CALIFORNIA.

Fresno, Cal.—F. M. Miller has bot the Balfour-Guthrie's line of eltrs. and G. W. McNear's grain warehouses. His investment represents more than \$50,000.

San Francisco, Cal.—A bill has been introduced in the legislature regulating the sale of prison-made grain bags. Prior to May 15 each year bags are to be sold only to actual consumers.

CANADA.

Lethbridge, Alta.—The Claresholm Grain Co. will erect a large eltr.

Moorefield, Ont.—A. L. Schnieder's eltr. containing considerable grain burned recently. There was no insurance and the loss is a heavy one.

Winnipeg, Man.—We are opening up a line of lumber yards which, however, will not be located at points at which we have eltrs.—McLaughlin & Ellis.

Winnipeg, Man.—The hearing of the grain conspiracy cases against W. J. Gage and John Love has been postponed until Apr. 22, before Judge Phippen.

Calgary, Alta.—The Brackman-Ker Milling Co. will locate a breakfast food industry here, the coming summer. The cereal will be a barley product.

Winnipeg, Man.—The Red Deer Mill & Eltr. Co. will discontinue business, it is reported. G. W. Green and J. J. Gaetz have been appointed liquidators.

Montreal, Que.—Standards for U. S. wheat passing thru Canadian ports were considered at a conference recently between the government survey board and the Corn Exchange.

Wallaceburg, Ont.—A new concern with \$40,000 capital stock and in which A. E. Hawkins, of Sarnia, and W. S. Summers are interested, will build a mill and a 10,000-bu. eltr.

Winnipeg, Man.—The Canadian Pacific Ry. has announced that owing to the difficulties with the snow blockades it has been found impossible this spring to conduct the seed selection special trains.

Bawlf (no P. O.), Alta.—It is reported that the Alberta Pacific Eltr. Co. has procured ground and will soon begin the erection of an eltr. This station is located on the Wetaskiwin extension of the C. P. Ry.

Pincher Creek, Alta.—The Red Deer Mill & Eltr. Co., of which M. McDonald is pres., has almost completed its plant consisting of a mill and a 40,000-bu. eltr. which will be equipped with machinery costing about \$15,000.

Winnipeg, Man.—The consolidation of 15 small milling firms in Manitoba and Saskatchewan, has been effected with capital stock of \$2,000,000. The combined eltr. capacity is 1,500,000 bus. The headquarters will be here where a large warehouse will be established.

Winnipeg, Man.—The Winnipeg Grain & Clearing Ass'n has elected: W. H. McWilliams, pres.; Donald Morrison, vice-pres.; C. Tilt, secy-treas.; F. O. Fowler, mgr., and W. H. McWilliams, D. Morrison, C. Tilt, A. Hargraft, S. P. Clark, J. Fleming, D. Young, R. Muir and T. Hatchard, directors, for the year of 1907.

Winnipeg, Man.—The Western Canada Flour Mill Co. will add a chopping plant to its St. Boniface mills and increase its storage capacity. The improvements will amount to about \$40,000 and will enable the company to engage more extensively in the feed business. An office building will soon be erected next to the Grain Exchange by the firm.

WINNIPEG LETTER.

Oxbow, Sask.—P. J. Stephens will build this season a 60,000 bu. eltr.

Pilot Mound, Man.—A. P. Curry, of Pilot Mount, Manitoba, a member of the firm of Dow & Curry, pioneer grain men, is dead.

Fort William, Ont.—Good progress is being made on the 80,000 bus. eltr. for the Muirhead & Black Co. It is 114 feet high, costs \$40,000, and will be ready by May 1.

The British American Eltr. Co. has made Port Arthur its chief grain center and is filling up its terminal eltrs. taken over from the Canadian Northern Ry., at the rate of 100 cars a day. As soon as weather permits the company will resume work on a large number of eltrs. in the interior.

Winnipeg, Man.—The Grain Exchange clearing house reports total bus. of grain cleared in 1906-7, 287,390,000; in 1905-6, 176,220,000. Average clearings per month in 1906-7, 23,949,000; in 1905-6, 14,686,000. Average per day in 1906-7, 955,000; in 1905-6, 583,000. Total bushels of oats and flax, cleared, 1906-7, 24,830,000.

Grain men report an active trade, one million and a half bushels being traded in daily. As many millions of bushels yet remain in farmers hands a considerable portion is bound to be damp, being stored in granaries where the snow could get in. To date there has been marketed about 60,000,000 bushels; in store at Port Arthur 3,000,000 and at Fort William 4,500,000, with every prospect of rapid shipments down the lake in about three weeks.—C.

CHICAGO.

Late sales of memberships in the Board of Trade are at \$1,900 or less.

March 28 is the date fixed by the Board for the sale of telephone privileges.

J. M. Hooper has bot the late Marshall Field's membership in the Board of Trade.

Embargoes against eastbound grain were taken off Mar. 21 by the Grand Trunk and Pennsylvania roads.

The four steel tanks, 42 x 60 ft., built by the Seaverns Grain Co., have been purchased by the F. J. Lewis Mfg. Co.

The directors of the board have adopted a regulation whereby clearing house members not making any clearances for 4 consecutive months, lose their memberships.

The leasehold estate of the Hawkeye Eltr. Co. has been conveyed by a master in chancery to Richard Fitzgerald, vice-pres. and gen'l mgr. of the Chicago Jct. Ry. Co., for \$60,000.

Tho his official connection with the Glucose Sugar Refining Co. does not cease until Apr. 1, Joseph Griffin already has taken up his duties as a member of the firm of Marfield, Tearse & Noyes.

Marion E. Gear, D. W. Cooke, G. F. Sulzberger, W. W. Cohen of New York, and Robert W. Morrow have recently been elected memberships in the Board of Trade. Mr. Morrow retired from the Board a short time ago.

There have been 6,919 cars of corn received in Chicago this month (Mar. 22). Last year at this time we had received 3,561 cars of corn. The movement in corn this month then has been practically twice as large as last year.—S. P. Arnot.

John Hill, Jr., who has been seriously ill for several weeks, now is on the road to permanent recovery, and in a few days is expected to be about. Mr. Hill was a sick man for weeks before he left his offices and tho he has lost 40 lbs. weight, is looking much better.

Applications for membership in the Board of Trade have been made by Allen D. Wood, Otto Senn of Bartlett, Frazier & Carrington, Horace M. Madden and Adam Gentles Thompson. Applications for transfer of membership have been made by Geo. A. Thompson, Austin R. Strong, E. E. Woodcock, Frank A. Maurer and James F. Morton of Bartlett, Frazier & Carrington.

Out of respect to the memory of General Joseph Stockton, who was a member of the Board of Trade for nearly 40 years, and who was commissioned first lieutenant of the first Board of Trade regiment, the Board of Trade on his recent death adopted suitable resolutions. General Stockton throught his long and distinguished career exemplified a lofty and patriotic citizenship, an unswerving integrity and an unselfish devotion to the highest ideals of individual and public duty.

Chicago is expected to attract considerable more grain when the new basis of rate making goes into effect Apr. 10, since grain can then be shipped thru this city as cheaply as thru the gateways on the east and west lines south. In the Chicago market the small shipper's consignments, since the enforcement of the law against rebating, are on the same favorable basis as those of the big line companies and public warehousemen.

It is planned to erect a building for the various state offices at Chicago on the lake front far from the center of activity of the grain trade. The principle that the offices shud be located to best serve the public has been recognized in the free employment bureaus, which have offices in

different parts of the city. These are to be gathered into the same building with the pure food commissioner, factory inspector, state board of health and grain inspection department regardless of the public good. The proposed location among libraries, art museums and high-class hotels is entirely unsuited to the needs of the grain inspection department, however agreeable it may be to gentlemen of leisure. Are the state officials to serve the public or are the public to be required to trot over town to transact business in a boulevard home for politicians?

COLORADO.

Lajara, Colo.—The Home Lumber, Coal & Grain Co. has been incorporated with capital stock of \$8,000.

Denver, Colo.—Jesse L. Devalon, formerly of Bloomington, Ill., who has been in the wholesale commission business here for 14 years, died March 14. He leaves a wife and 2 children.

ILLINOIS.

Peoria, Ill.—The Turner-Hudnut Co. of Pekin will erect 3 grain storage tanks.

Nekoma, Ill.—Victor Olsen is the new grain buyer for the Farmers Eltr. Co.

Cars are still scarce thru central Illinois.—National Eltr. Co., Indianapolis, Ind.

Odell, Ill.—An unsuccessful attempt to rob the safe of the Odell Grain & Coal Co. was made recently.

Homer, Ill.—Fred Rose of Chicago, who recently purchased Parish & Son's eltr., will remove here.

Anchor, Ill.—C. P. Garst, lately of Col-lison, has accepted the position of grain buyer for the Rogers Grain Co.

Hennepin, Ill.—J. S. Simpson, mgr. of the eltr. of the Turner-Hudnut Co., fell recently, injuring his leg severely.

Cortland, Ill.—Larson & Gahagan have completed a 10,000-bu. eltr. here in place of the one which burned last winter.

The caning of Uncle Jake Woolford is fully reported in the account of the Tuscola meeting elsewhere in this number.

Pontiac, Ill.—Sec'y Strong of the Illinois Grain Dirs. Ass'n, is celebrating the 20th anniversary of his wedding day tonight.

Lee, Ill.—Andrew O. Anderson has purchased and taken possession of the eltr. of M. P. Harris, who will retire from business.

Pontiac, Ill.—I have received 97 petitions to Congress asking for a federal reciprocal demurrage law with 3,778 signers.—S. W. Strong.

East St. Louis, Ill.—The old East St. Louis Eltr. is being wrecked for the white pine lumber of which it is constructed, by the Wiggins Ferry Co.

Monticello, Ill.—Mansfield & Co., who lately purchased the Knight Grain Co.'s eltr. on the I. C. Ry., will erect a new house on the Wabash Ry.

Springfield, Ill.—The house, railroad committee is nursing the Adkins reciprocal demurrage bill as amended, principally as a club on the railroads.

Fairbury, Ill.—The farmers who are organizing an eltr. company have selected Joseph Householder, William Nimms and Ed De Moss to look after the business connected with the completion of the company's organization.

Springfield, Ill.—A bill requiring stock foods to be labeled with name of manufacturer and analysis has been introduced in the legislature by Hilton.

Lanesville, Ill.—The Lanesville Farmers Grain Co., incorporated, capital stock \$12,000; incorporators, B. H. Pickrell, C. J. Campbell and John Mullady.

Lake Fork, Ill.—F. W. Obermiller, who has been managing the eltr. of H. C. Suttle at Mt. Pulaski, has resigned his position and will conduct his eltr. here.

The board of directors of the Illinois Grain Dealers Ass'n will meet in Chicago Mar. 29 to complete arrangements for the annual meeting in Chicago June 11 and 12.

Monarch, Ill.—J. H. Fawver has purchased the partnership interest of L. J. West in their eltr. at this point. E. M. Davis will continue to manage the business.

Cooksville, Ill.—The Cooksville Grain Co. will rebuild its engine house to accommodate the new 16-h.p. engine which it will install to replace the smaller one now in use.

Malta, Ill.—Marshall Bros., of Byron, Ill., have purchased of Bridge & Leonard, thru J. M. Maguire, the eltr. formerly operated by W. D. Blair, and will soon take possession.

Springfield, Ill.—The senate has passed Anderson's bill against wildcat insurance, and putting Lloyds and other individual underwriters on the same basis as other insurance companies.

Mayview, Ill.—The eltr. of J. B. Walton & Sons burned the night of Mar. 15. It contained 30,000 bus. of grain fully insured, it is said. In all probability the company will rebuild.—H.

Peoria, Ill.—Alfred Anderson, for 5 years chief inspector of the Peoria Board of Trade, will leave the city Apr. 1 to take up his new duties as chief grain inspector at Buffalo, N. Y.

Springfield, Ill.—Edward Redlich, of this city, and James L. White, of Rochester, have formed a partnership and purchased the grain brokerage and commission business of C. D. Bush.

For the annual meeting of the Illinois Grain Dealers Ass'n headquarters have been obtained at the Auditorium hotel, Chicago, which has granted special rates for those attending the 14th convention on June 11-12.

St. Joseph, Ill.—Fae R. Current of Homer and M. A. Current of Danville have bot the eltr. of their brother, A. L. Current, who will remove to Rochester, Ind. F. R. Current will manage the eltr. and will reside here.

Ridgefarm, Ill.—W. F. Banta is defendant in a suit for \$1,900 brot by a landlord against the tenant to recover for grain sold. Mr. Banta will hand the proceeds over to the rightful owner of the grain, as will be determined by the court.

Evergreen Park, Ill.—The Williams Biscuit Co., of Chicago, is erecting a cereal food plant to be equipped with grain receiving and cleaning machinery for wheat, and a number of elevators, conveyors and shredding machines. Fred Friedline has the contract.

Ashland, Ill.—The Ashland Farmers Fltr. Co., incorporated, capital stock \$7,000; incorporators, William Mann, E. A. Wambaum and others. The company has purchased S. L. Hamilton's eltr. on the C. & A. and B. & O. S. W. Rys., for \$5,500 and will take possession April 1.

Springfield, Ill.—Representative Covey has introduced bills providing for local warehouse registrars; prohibiting warehousemen from delivering grain without notice from the registrar that receipts have been registered for cancellation, and prohibiting the mixing of grain of different deliveries.

Springfield, Ill.—A bill against the overcapitalization of railroads was prepared by W. H. Boys, a member of the state railroad and warehouse commission, which is given supervision over the issuance of stock. The announcement of its preparation has evoked a storm of disapproval by railroad men.

Bloomington, Ill.—The dealers of this vicinity do not seem to have very decided views on reciprocal demurrage. A resolution was adopted at the last meeting of the local division asking for a homeopathic dose of railroad legislation. Can it be shippers enjoy being forced to suspend business for want of cars?

Cooksville, Ill.—The Cooksville Grain Co. charges storage on grain, as every dealer should do, but it does not charge enuf to discourage the practice or to make storing profitable. Its receipts from this source from Apr. 1, 1906, to Jan. 1, 1907, were only \$7.94. Its profits for the same period were only \$23.92; expenditures \$127,015.65 and liabilities \$223,316.01.

Springfield, Ill.—Representative Danaher has introduced a bill making it a felony to furnish market quotations by telegraph, telephone or other means on grain and stocks for the purpose of selling on margin or otherwise. The bill probably never will get further than introduction, since the legislature cannot prohibit the transmission of legitimate market information.

A. L. Culbertson of Delavan, Ill., has accepted the position of Ass't Secretary of the Illinois Grain Dealers Ass'n, and will be calling on the grain dealers thru-out the state, and inviting them to attend the fourteenth annual meeting of the Ass'n at Chicago June 11th and 12th. Ladies are invited to attend the Fourteenth Annual. Mr. Culbertson is a son of W. J. Culbertson who buys grain at Delavan.

Monticello, Ill.—The Monticello Farmers Grain Co. has let the contract for rebuilding its eltr. burned last Sept. to the Reliance Construction Co. The new house, which will have a capacity of 40,000 bus. and cost between \$8,000 and \$10,000, will be built on the foundation of the old one and equipped with the old machinery which has been put in good repair. This will give the company a house on each railroad and a joint capacity of 75,000 bus.

Peoria, Ill.—On Dec. 18, 1906, the Arbitration Com'te of the Illinois Grain Dirs. Ass'n heard the cases of Kaga & Co., of Camargo, Ill., vs. the Cincinnati Grain Co., and the defendant was awarded \$37.50. At the same sitting the Com'te awarded C. R. Mitchell of Ashmore, Ill., \$125, on its claim against the Cincinnati Grain Co. The written agreements signed by all parties to these differences provided that decisions should be final and they would abide by the result. The Cincinnati Grain Co. has not paid the \$125 due Mr. Mitchell, so the Ass'n has asked Mr. Kaga to defer his payment.

San José, Ill.—When the old time firm of Henry Heile Sons were suspended from the Cincinnati Chamber of Commerce it claimed Gommel Brauer owed it a balance of \$9.10. He denied it. A few months ago Peter Van Leunen, mgr. of the

Cincinnati Grain Co., which succeeded to the business of Henry Heile Sons, called and solicited shipments. As Mr. Van Leunen agreed to cancel old claim, two cars of corn were consigned to shipper's order and a draft of \$1,000 made against them. The Cincinnati Grain Co. wired for a reduction of \$200 in draft. Mr. Brauer refused and turned grain over to the Union Grain & Hay Co. It was attached by the Cincinnati Grain Co. for the \$9.10, \$45 commission and \$2.50 telegraph tolls. After all of these unjust claims and the \$1,000 draft were paid Brauer received \$100, balance from the Union Grain & Hay Co. He also obtained \$1,000 worth of experience.

Springfield, Ill.—The Illinois Railroad and Warehouse Commissioners gave a hearing Mar. 5 to Pres. E. M. Wayne, Secy. S. W. Strong and J. N. Haigrove of the Illinois Grain Dealers Ass'n; Turner Morton and Thomas B. Teasdale of the St. Louis Merchants Exchange, J. B. Stevenson, chief grain inspector at East St. Louis, and J. B. Hall of the Hall Eltr. Co., East St. Louis, with regard to the deduction of 100 pounds from the weight of grain contained in cars unloaded at the East St. Louis eltrs. In their opposition to the dockage the delegation of Illinois shippers was ably supported by the representatives of the St. Louis receivers, and Inspector Stevenson admitted and condemned the practice. The result was that the Commissioners unanimously declared that no deductions can be made at the East St. Louis eltrs., notwithstanding Mr. Hall's plea that the dockage was required to cover shrinkage and had been taken customarily for many years past.

INDIANA.

Amboy, Ind.—C. H. Ferver's Sons will rebuild their eltr. burned Jan. 19.

Stone, Clarke, P. O., Ind.—J. R. Steford will build a 5,000-bu. addition to his eltr.

Centerville, Ind.—F. Schentz & Son of Eldorado, O., have bot the eltr. of Clark Bros.

Staser, Ind.—Car shortage here is simply awful and seems to be growing worse.—Fred Neiderhaus.

Indianapolis, Ind.—Governor Hanly has signed the Shippers Bill, establishing reciprocal demurrage.

Kentland, Ind.—C. C. Kent and A. D. Washburn have formed a partnership and succeeded the Rider Grain Co.

Indianapolis, Ind.—Essential sections of the recently enacted shippers bill are published elsewhere in the Journal.

North Grove, Ind.—We are going to make a great many improvements in our eltr. this spring.—Houck & Royce.

If the new landlord and tenant law is not posted in every grain office of Indiana it is due to default of proprietor.

Boswell, Ind.—Eltrs. here contain about 10,000 bus. of hot corn, caused by not getting cars to ship it.—Willis Samuel.

Indianapolis, Ind.—Edward W. Bassett has been elected a director of the Columbia Club for a term of three years.

New Ross, Ind.—The New Ross Grain Co. contemplates rebuilding its house this spring.—C. F. Wall, New Ross Grain Co.

Wabash, Ind.—We have let the contract for the equipping with new machinery thruout and the enlarging of our eltr. at Urbana, beginning the improvements April 1. The car situation is fairly good here.—T. W. King & Son.

Tipping for cars is now forbidden by new law, which is published elsewhere in this number. Read it and abide by it.

Collett, Ind.—The eltr. business of Finch, Bickel & Sanders will be run by myself in my name as successor.—Selma Finch.

Denham, Ind.—We have been reasonably successful in getting cars for both grain and hay and are about all shipped out.—J. J. Blasser.

Edinburg, Ind.—I am repairing the eltr. which I purchased from the Edinburg Eltr. Co. Car service here has been very unsatisfactory.—David R. Webb.

Elnora, Ind.—We will install a steam engine in our eltr. this spring in addition to the 24-h.p. gasoline engine now in use.—John Caress, mgr., C. M. Lemon.

Chatterton, Pine Village P. O., Ind.—Seymore C. Rhode will manage the eltr. recently purchased from the Chatterton Grain Co. by his father, Jas. Rhode.

Kentland, Ind.—C. C. Kent and A. D. Washburn have formed a partnership and purchased the eltr. of the Rider Grain Co. Possession to be taken April 1.

Goshen, Ind.—Chicago bucketshops have reaped a rich harvest from investors in this district. It is said that in 7 years \$500,000 have been taken from Elkhart County alone.

South Bend, Ind.—John A. Costello has been reappointed grain inspector for St. Joseph County by Judge Funk of the Circuit Court on petition of Indianapolis and Chicago firms.

Prescott, Waldron P. O., Ind.—We have let the contract for the erection of an addition that will double the capacity of our eltr., to C. A. Drake.—J. W. Owens & Sons, Saratoga.

Fortville, Ind.—We have just completed repairing our eltr. also installing some new machinery which adds greatly to the facilities of handling grain.—J. T. McComas, mgr., Big Four Eltr.

Muncie, Ind.—Grain movement very slow here now and cars slower. Many dealers would be put to serious losses by failure of the railroads to furnish cars before the rate advance April 1.—Woodbury & Files.

Stewart Sta., Ind.—We are building a 40,000 bu. eltr. at Stewart (Pence P. O.), a station at the crossing of the C. I. & S. and the C. & E. I. Rys. A 30-h.p. gasoline engine will be installed.—Pence & Goodwine, Pence.

Anderson, Ind.—We are building a boiler house, in which will be installed a 100-h.p. boiler, and a brick chimney 25 ft. from our mill and eltr. to lessen our present insurance. The 2 boilers now in use will be removed.—Schalk Bros. & Co.

Indianapolis, Ind.—Bert A. Boyd has removed his offices to the sixth floor of the new Board of Trade bldg. Having been connected with the grain trade for 23 years in the old building Mr. Boyd thought it time to give it the "skiddoo" number.

Royal Center, Ind.—Grain trade is a little quiet here. Altho we have had a profitable season regardless of being somewhat handicapped by the car shortage which, however, has let up recently and we are getting all the cars we need.—W. G. Sweet.

Foresman, Ind.—We have had but 5 cars since Feb. 25. Our house holds 100,000 bus. and has been full most of the time all winter. We have 95,000 bus. in it now and are keeping the grain cool

with difficulty.—O. B. Light, mgr., Lyons, Esson & Light.

Adams, Ind.—We have almost been compelled to suspend business here on account of the poor car service. Have had an order for 4 cars in for 40 days and have received 1 car. Success to the new Shippers Bill! Hope it will help the cause.—Alfred Boling.

Beaver City, Ind.—Owing to the shortage of cars our eltr. has been full for some time and we are anxious to empty. All the eltrs. along the line are in the same condition. Some corn is still on the farmers' hands and will not be moved until the coming summer.—Lyons, Esson & Light.

Senate Bill 354 outlawing bucket-shops was passed by both houses signed by the Governor and is now a law, so Indiana is likely to be rid of these betting joints for all time to come. The new law is published elsewhere in this number. A vigorous effort was made by prominent lawyers in the employ of the bucket-shops to prevent the passage of the bill without avail.

Indianapolis, Ind.—The Indianapolis Freight Bureau on Mar. 21 filed with the Interstate Commerce Commission a complaint that Indianapolis rates in practically all directions, excepting between this city and the north Atlantic seaboard, are on an excessively higher basis than the rates in effect from surrounding cities which constitute the competitive centers of manufacturing and distribution.

Indianapolis, Ind.—Last week a number of stock cars were received here with consignments of corn loaded in sacks. It was raining at the time and the water had penetrated the sacks in a number of places and of course damaged the corn. We recall nothing like it in this territory in our experience in the grain business covering a number of years and on some roads business is practically suspended.—Bassett Grain Co.

Aylesworth, Ind.—Farmers who practice putting corn in open pens are meeting with some heavy discounts this spring. If all grain dealers would buy damaged grain at its money's worth, farmers would soon open their eyes to the fact that it pays to provide good cribs and roofs. The car shortage is gradually easing up here. We have had a fair supply all winter, only shut down about one week on account of lack of cars.—Jones Bros. Grain Co., W. M. Rusk.

Evansville, Ind.—John F. Kuhn, who died Mar. 4, had been in the grain business at Evansville since 1881. He was born on Christmas day, 1833, at Gettysburg, Pa. He engaged in business when 20 years old, removing to Peoria, Ill. He was married in 1856 to Miss Eliza Davis at Lebanon, Tenn., and their golden wedding anniversary was celebrated last year. Six children survive him, and the sons are Fred, Paul, John and Robert, the latter having for years assisted his father in business affairs. Mr. Kuhn's death was due to complications following a fall he sustained a year ago.

Princeton, Ind.—The 13 bank creditors of the Princeton Eltr. Co., have agreed to accept the 70 per cent partly in real estate offered by William M. Ford, of New Harmony and Hugh D. McGary, of this point, sureties on the notes which are said to aggregate over \$100,000. James T. Walker, vice-pres. of the Peoples Trust & Savings Bank of Evansville, has been elected trustee representing the banks and will co-operate with an advi-

sory committee composed of James M. Mitchell, Mt. Carmel, Ill., and T. R. Paxton and W. L. West of this city. Farmers and other persons who had grain stored in the company's eltrs. will lose \$8,000.

One of Indiana's new laws of interest to every buyer who resents trust exactions is entitled An Act to protect trade and commerce against unlawful restraints and monopolies, and against collusion in the letting of contracts for public and private work, providing penalties and forfeitures for any violation of its provisions, authorizing certain courts to grant writs of injunction and prohibition, forbidding the violation of its provisions, defining the duties of the prosecuting attorney and the attorney-general of this state with reference thereto, and providing for the payment of necessary costs and expenses of the prosecution of cases under the provisions of this act.

Senate Bill No. 539 is now a law and must be heeded. It is entitled An Act to provide for the inspection and analysis of, and to regulate the sale of concentrated commercial feeding stuff in the State of Indiana; to prohibit the sale of fraudulent or adulterated concentrated commercial feeding stuffs; to define the term concentrated commercial feeding stuffs; to provide for the guarantees of the ingredients of concentrated commercial feeding stuffs; for the affixing of label and stamps to the packages thereof, as evidence of the guarantee and inspection thereof; to provide for the collection of an inspection fee from the manufacturers of, or dealers in concentrated commercial feeding stuffs; to fix penalties for the violation of the provisions of this act, and to authorize the expenditure of funds derived from the inspection fees.

POSTING THE LIEN LAW.

I have placed the poster conspicuously in my office.—J. A. McComas, Fortville.

We will post the new law in our office.—Wallace Milling Co., Dale.

Am much pleased with law of Indiana to protect buyers of grain.—J. J. Blasser, Denham.

We have pasted the copy of Indiana's new law on cardboard and it now hangs where everybody can see it.—Lyons, Es-son & Light, Foresman.

We have posted the new lien law up so it will be very easy to call a prospective customer's attention to it in such a way that he will not know we are doing so. Most of them will wilt if they are trying to run a bad deal on you; at least they will act in such a way as to arouse your suspicion and then if they beat you it is your fault. We think it is a very good law and are glad to see the grain dealer have all the protection he can get, and then he will have enuf to contend with.—T. J. Lewis & Bro., Roann.

INDIAN TERRITORY.

Chelsea, I. T.—The State Grain Co., incorporated, capital stock \$50,000; incorporators, J. W. Orr, E. L. Orr and T. B. Grey.

Skiatook, I. T.—The Binding-Stevens Grain Co., of Tulsa, has succeeded the Cherokee Mill & Eltr. Co. here.—Townsend, Sullivan & Co.

Okemah, I. T.—Bowlin Bros., H. P. Cooper and E. E. Cooper have combined their stations and will erect a 12,000-bu. eltr. on the Ft. Smith & Western Ry.

Muskogee, I. T.—The Muskogee Grain & Eltr. Co., incorporated, \$10,000 capital

stock; incorporators, S. H. Criswell, A. A. Kinney, M. A. Earl and G. H. Gree.

IOWA.

Granville, Ia.—The F. M. Slagle Co., of Alton, will build an eltr. here.

Cedar Rapids, Ia.—George Stewart, mgr. for the American Cereal Co., died recently.

Alta, Ia.—The Farmers Eltr. Co., recently organized, has bot for \$6,000, the eltr. of Fraser & Son.

Lime Springs, Ia.—F. M. Clark, pres. of the Exchange Bank and a member of the C. C. Eltr. Co., died recently.—C.

Sheffield, Ia.—Williams & Beuger, a new firm, have purchased A. J. Froning's eltr., and will soon take possession.

Prairieburg, Ia.—C. E. Needham has disposed of his grain business to Kula & Dolan, who will continue the business.—C.

Iowa Falls, Ia.—The Farmers Co-Op. Eltr. Co. incorporated, capital stock \$3,100; incorporators, Geo. Arends and others.

Lakewood, Ia.—The farmers in this vicinity contemplate organizing an eltr. company which may purchase the old Peavy eltr.

Spencer, Ia.—The farmers near here are organizing an eltr. company and have elected J. W. Carey temporary chairman and W. F. Willmar, secy.

Sioux Rapids, Ia.—F. H. Helsell and Mr. White are interested in a movement to organize a farmers eltr. company. The capital stock will be about \$5,000.

Rowan, Ia.—Shaner & Fowler have an eltr. of 15,000 bus. capacity equipped with gasoline engine and Fairbanks Scale. The building was erected in 1891 but the office is new.

Logan, Ia.—The flour mill owned by A. Edgcomb & Son, burned recently. Loss, \$30,000, and insurance \$10,000. The new iron cased warehouse adjoining the mill was also destroyed.

Jefferson, Ia.—Jesse Henderson, E. R. Wood and H. J. Weber have been appointed by the farmers here to solicit stock subscriptions for the eltr. company now being organized.

Marathon, Ia.—The Farmers Grain Co., recently organized, of which Richard Olney is secy., has purchased and taken possession of the eltr. of Welch Bros. The consideration was \$4,000.

Coin, Ia.—The Coin Grain Co. recently organized, has purchased the eltr. of J. A. Kyle, who will remove to his Kansas farm. Accompanying him will be M. S. Waldon, for many years employed in his eltr.

Des Moines, Ia.—Bills have been introduced in the Iowa legislature to make grain warehouse receipts as negotiable as certificates of deposits in a bank. The bills have been indorsed by warehousemen and bankers.

Des Moines, Ia.—Good roads legislation is being vigorously advocated by Representative Weeks of Guthrie, who has introduced a bill allowing only 2 per cent of the road tax to be worked out, 98 per cent to be paid in cash.

Wellsburg, Ia.—The Wellsburg Co-Op. Eltr. Co. has been organized with \$10,000 capital stock. The following officers have elected Chris Neesen, Pres.; F. C. Eberlein, vice-pres.; L. L. Bausman, secy., and D. E. Aukes, treas.

Des Moines, Ia.—The Stillman bill prohibiting combinations among grain dealers, which passed the house Feb. 20, was unanimously passed by the senate Mar. 15. Its provisions were given in this column Feb. 10.

Ferguson, Ia.—The Farmers Co-Op. Eltr. Co., incorporated, capital stock \$3,000; incorporators, O. Cunningham, pres.; N. M. Davis, vice-pres.; T. Erickson, secy.; Union Moore, treas.; August Gummer and others.

Des Moines, Ia.—Rates on cereals and cereal products will be considered by the Iowa State Railroad Commission at 10 a. m., Mar. 26, for the formal revision of all rates. Shippers who object to the present schedule of rates will be heard.

Webster City, Ia.—Wm. Wilke is operating a 25,000-bu. eltr. under lease from the Illinois Central Railroad, which built the house 20 years ago. The eltr. contains 2 legs, 3 receiving sinks, dump, oats cleaner and 14 bins. A Webster Gasoline Engine supplies the power.

Onawa, Ia.—The farmers in Menona county are organizing and will erect an eltr. costing about \$5,000 on the farm of Ed McNeill, situated between Whiting and this point on the Sioux City & Pacific Ry. The railroad has agreed to put in switches for the new house.

Des Moines, Ia.—The reciprocal demurrage bill has been amended by the subcommittee, to require a deposit of \$5 per car by shipper; to give the railroad 10 days to fill an order for 5 or more cars; and to fine a shipper \$175 for ordering cars he does not want, to get the demurrage.

Waterloo, Ia.—Ware & Leland, members of the Chicago Board of Trade, will open offices here which will be connected by special wire to the firm's offices in Cedar Rapids. George F. Doty for some time connected with Crighton & Co. will be the local mgr. for the Chicago firm.

Fairfield, Ia.—Geo. D. Henry, who was reported by a Chicago receiver as having disappeared, has never concealed his whereabouts. Mr. Henry, who was absent from the city for 10 days on legal business in the south, has returned to this city, where he has resided for several years.—J. H. Stuckey.

Cedar Rapids, Ia.—A. C. Voss, who has been engaged in the grain and lumber business at Belle Plaine and Victor, Ia., has engaged in the grain brokerage business here, with telegraph and telephone service enabling him to give track bids during the session. Mr. Voss also will handle consignments.

Des Moines, Ia.—The house has passed Representative Hambleton's bill providing fine and imprisonment for employees who accept tips in a business transaction. The same penalty is placed on the giver of the tip. If enforced such a law will end the tipping of railroad train crews to set out empty cars for shippers.

Des Moines, Ia.—Weeks of Guthrie has introduced a bill in the house defining a bucket-shop as an office where the keeper intends that the transaction shall be closed on differences in public market quotations. It is provided that the customer may demand a statement of the name of person from whom bought, where and when. Board of Trade firms failing to furnish such confirmation are liable to punishment.

Thompson, Ia.—The character of the regular grain dealers is ably defended by Charles Rippe in a friendly talk to the

farmers in this vicinity, published in a late number of the Forest City Summit. Mr. Rippe shows up very interestingly the difficulties a grain shipper has to contend with to get all his grain is worth at the terminal market, and throws side lights on the character of the leaders in the co-operative eltr. movement.

Des Moines, Ia.—Senator Crossley has received word that on account of the enactment of drastic anti-bucket-shop laws in neighboring states the operators of the bucketshops are preparing to move into Iowa for refuge. To forestall their coming Mr. Crossley has just introduced a bill providing fine and imprisonment for the proprietors of the quotation gambling shops. The Weeks bill to prohibit bucketshops has been recommended for passage by the house committee on railroads and commerce.

Des Moines, Ia.—A splendid exhibit of corn is expected at the Iowa State fair. The directors of the dept. of agri. have increased the premiums from \$500 last year to \$1,300. This year the premiums offered for county exhibits, which must be entered by the county farmers' institutes and are to be selected from the assembled product of the members of the institute, are to consist of 50 ears each which must be grown in the county from which they are entered. The premiums for these exhibits are \$100, \$50, \$25, \$15 and \$10.

Des Moines, Ia.—Senator Saunders' bill for state grain inspection has been referred to the committee on judiciary. Practically nothing has been done toward its passage since its introduction was announced in this column. The real purpose is to establish a grain inspection department for the city of Council Bluffs, where are situated the eltrs. operated by the grain dealers of Omaha, Neb., and who now maintain a grain inspection dept. Under this bill it will be the duty of the railroad commissioners to establish grades of grain, fees for inspection and weighing. Penalties are provided for persons who assume to act as inspectors without authority.

KANSAS.

Erie, Kan.—Thos. Wells has engaged T. E. Henson as mgr. for his eltr.

Culver, Kan.—The Culver Grain Ass'n has been incorporated with \$3,500 capital stock.

Fort Scott, Kan.—W. H. Fox, a stockholder in the Ft. Scott Grain & Implement Co., died recently.

Halstead, Kan.—The Halstead Mfg. & Eltr. Co. is having its property appraised by Coats & Burchard.

Milford, Kan.—The eltr. to be erected here, by the Milford Mill & Eltr. Co. will be 12,000 bus. capacity.

Holyrood, Kan.—Will Frevert has accepted the position of mgr. for the Holyrood Grain & Supply Co.

Topeka, Kan.—The conference committee's report on the maximum grain freight rate bill has been adopted by the senate.

Topeka, Kan.—The senate has confirmed Governor Hoch's appointment of J. W. Radford as chief inspector for 2 years from Mar. 2.

Wichita, Kan.—The grain men contemplate employing a traffic manager to assist members of the Board of Trade in collecting claims.

Clafin, Kan.—J. H. Strothman has disposed of his interest in the Clafin Mill & Eltr. Co. and resigned his position as grain buyer for the firm.

Nortonville, Kan.—We have bot the eltr. on the Santa Fe Ry. here and are now operating eltrs. at 8 Santa Fe points. —B. C. Ragan & Sons, McLouth.

Gorham, Kan.—Alexander Meier, who has been connected with the Farmers Eltr. Ass'n at Timken, has succeeded J. A. Mermis as mgr. for the same company at this point.

Topeka, Kan.—The Gyrator Mills will be sold by the trustee of the Taylor Grain Co., bankrupt, whose matters have been before the courts for more than a year.

Colby, Kan.—A farmers eltr. company, in which J. L. Wisdom, H. W. Marshall, V. R. Haisley and others are interested, is being organized here. The capital stock will be \$10,000.

Conway Springs, Kan.—Bert Strong has bot the eltr. and business of the H. L. Strong Grain & Coal Co. here and will continue the business under the firm name of the B. Strong Grain & Coal Co.

Gypsum City, Kan.—C. G. Bennett and the Salina Produce Co. have purchased the eltr. of the Thorstenburg Grain Co. Mr. Bennett, who has been with the latter company for a number of years, will continue as buyer.

County clerks are required by law to keep a full set of weights and measures, scales and beams, sealed under the direction of the Kansas State University. The clerk then for a small fee is to test the scales for any grain buyer on request.

Ashland, Kan.—Several carloads of broomcorn have been badly damaged by exposure to weather here on account of the buyer failing to appear to receive the brush when delivered by the growers. Many broomcorn growers of Woodward County, Okla., have been made victims.

From Greenleaf to Beloit the eltrs. are filled with wheat from last summer's crop which the railroads will not move. A shipper living in that district told me last week that he would be better off if he had closed his eltr. last summer and let it lie idle. This is on the Missouri Pacific. —E. J. Smiley.

Iola, Kan.—The annual election of officers of the Southwest Kansas Grain Dealers Ass'n, which was to have been held Mar. 7, was postponed on account of the illness of Pres. R. E. Cox and Secy. Cubison. A conference was held in the parlors of the Pennsylvania hotel by several dealers and E. J. Smiley, secy. of the Kansas Grain Dealers Ass'n.

Kansas City, Kan.—A Board of Trade is being organized by D. W. Troupe and W. W. Haskell. The former was secy. of the Board of Trade which died 9 years ago. The latter at one time was chief grain inspector. One is real estate dealer and the other is a hardware merchant. Traders are asked to pay \$250 for memberships, while non-traders are assessed \$25. Mr. Troupe declares he has seized upon the present as the psychological moment to organize a grain exchange, as it is thought the stamp tax on grain futures recently enacted by the state of Missouri will drive the Kansas City Board of Trade members across the state line.

KENTUCKY.

Glendale, Ky.—The Glendale Grain Co. has not yet let the contract for its large eltr.

Hustonville, Ky.—D. M. Lipp, who operated the grain eltr. and the Hustonville Roller Mill, died Mar. 14.

Milton, Ky.—The Richwood Distilling Co. contemplates installing new feed rolls for the grinding department.

Adairville, Ky.—The Riverside Roller Mills will install a corn and cob crusher, also a corn sheller and corn cleaner.

Owensboro, Ky.—A notice to remove the tramway used for elevating corn to their eltr. on the river front has been served on Hardy & O'Bryan, which must be complied with unless a permit is procured from the Secy. of War.

Maysville, Ky.—We have no grain eltrs. here. The only trouble with the grain trade is the manner of the business transactions of the inexperienced farmers. The grain dealers have made very little money for some years past.—Jas. H. Dodson.

LOUISIANA.

New Orleans, La.—The New Orleans Terminal Co. contemplates the erection of a large eltr. here.

New Orleans, La.—The local correspondent of a notorious Cincinnati bucketshop suspended business recently, leaving many victims.

New Orleans, La.—The grades of grain recommended by the Uniform Grade Congress were adopted Mar. 8 by the New Orleans Board of Trade, to go into effect at a date to be agreed upon by the Atlantic and gulf ports.

New Orleans, La.—The National Rice Milling Co., after having missed from 2 to 20 sacks of cleaned rice from time to time during the past year, recently discovered as the thief one of their most trusted employees.

NEW ORLEANS LETTER.

Receipts of grain here during the last fortnight and at the present time are exceptionally light. The same applies to the outward movement, the exports amounting to little or nothing. The receipts have been dwindling down to practically nothing at all, and it is expected that the next fortnight or so will see the wind-up of the season's business at this port.

The New Orleans Board of Trade directorate has not yet taken any official action on the demand of the European grain men for a Board of Arbitration to be made up of European grain experts, who will pass upon all controversies over grain shipments. The chairman of the grain committee has been instructed to answer the communication of the European grain men.

The Central Eltr. & Warehouse Co., the subsidiary company of the Illinois Central railroad, which operates the I. C. eltrs. here, is making a number of extensive improvements to Eltr. C. The sacking capacity is being added to and additional even-weight scales are being installed. For some time past the local business through Louisiana and Mississippi has taxed the capacity of this eltr. to the limit.

New Orleans grain men are of the opinion that this port will do a good summer's business as a result of the action of the farmers in holding a large part of this year's crop. According to the Government reports recently issued nearly one-half, or 46 per cent, of the corn crop of 1906, is still in the hands of the farmers and waiting to be moved. From this it is believed that there will be a good grain movement during the summer and that

this port will take a good part of the business. It is expected that this business will open about July 1.—K.

MARYLAND.

Baltimore, Md.—Eltrs. Nos. 1 and 3 of the N. C. Ry. and B and C of the B. & O. Ry. have been declared regular on 'Change.

Baltimore, Md.—Newly elected directors on 'Change are: William H. Hayward, C. P. Blackburn, James S. Clark and A. F. Sidbotham.

Baltimore, Md.—Rufus E. McCash, David W. Laws and Frederick R. Hilton have been recently elected members of the Chamber of Commerce.

Baltimore, Md.—The Pennsylvania has recently proposed an embargo on grain for export thru this port; but the suggestion met immediate and vigorous opposition by the Chamber of Commerce.

MICHIGAN.

Marshall, Mich.—E. L. Perrin will open the old grain eltr. here.

Richmond, Mich.—Charles Fuller, the cashier for the Richmond Eltr. Co., of Lenox, died March 4 of acute pneumonia. He was 18 years old.

Owosso, Mich.—The firm of Barret-Porter Co. has been dissolved, A. J. Barret having bot the interest of J. E. Porter, who will return to educational work.

Lansing, Mich.—A bill requiring corn huskers to be protected by an automatic feeder has been introduced in the Michigan legislature by Mr. Tuttle and referred to the committee on agricultural interests.

Flint, Mich.—Jellis, Stone & Co., consisting of Joseph Jellis, Charles Stone, Mark Van Buskirk and J. Leon Jellis, who is a new member of the firm, have purchased the eltr. of the Romain Putnam estate.

Decatur, Mich.—A. E. Lawrence and E. J. Rawson, who are transacting business under the firm name of A. E. Lawrence & Co., will dissolve partnership June 1. The firm is adding a large coal house to its plant at present.

Lake Odessa, Mich.—Smith Bros. & Velte, who operate eltrs. here and at Woodbury, have joined with S. M. Isbell & Co., of Jackson, in the purchase of 3 eltrs. at Woodland, Coats Grove and Hastings respectively.

Frankenmuth, Mich.—An attempt to overcome the lack of sufficient freight facilities will be made here by means of an arrangement whereby Pere Marquette freight cars may be handled over the D. F. & S. Ry. This would necessitate the erection of a bean and hay eltr. here.

Lansing, Mich.—During the hearing on the reciprocal demurrage bill Atty. Fred Stevens of the Pere Marquette Ry. stated that in September that road had 8,577 cars of its own and other lines; while in January, after the purchase and delivery of 2,636 cars, the company actually had fewer cars in its possession, the additional cars having been seized by other roads.

Detroit, Mich.—The Detroit Board of Trade has elected the following officers for 1907: John Wynne, Jr., pres.; John Croydon, first vice-pres.; George Beck, sec. vice-pres., and L. A. Parsons, James T. Shaw, Alex. J. Ellair, John T. Hornung, Charles M. Carran, Arthur S. Dumont, Fred J. Simmons and F. William Lichtenberg, directors; John Croydon, David Stott, G. L. Fleitz, A. E. O'Don-

nell, W. A. Waldron, Robert Henkel, D. O. Wiley, William Carson, William Northwood and H. E. Botsford, committee of arbitration; F. M. Sheffield, H. B. Simmons, Charles Clarke, C. A. Cullen, A. J. Ellair, H. A. Lauhoff, H. F. Zink, F. Cronenwett and W. C. Houghton, committee of appeals.

Lansing, Mich.—The governor has signed house bill, No. 135, providing for the reorganization and extension of mutual fire insurance companies, whose charters have expired by limitation. Eighteen months after the expiration of the charter, or within 4 months after having been notified by the Commissioner of Insurance of the expiration, 2-3 of the members present at a special meeting may extend its existence not exceeding 30 years, when the reorganized corporation shall succeed to all the rights of the expiring mutual fire insurance company. The officers at time of expiration may continue to hold office until the next regular annual meeting. A statement of the reorganization proceedings must be presented to the atty. gen. for approval, and then filed with the Commissioner of Insurance and the county clerk.

MINNEAPOLIS.

A laboratory for the testing and standardization of grain will be established at Minneapolis by the bureau of plant industry, Washington. A similar laboratory will be established at Duluth.

John H. Pank, of Harvard, Ill., has accepted the position of mgr. of the barley department for the Stewart Eltr. Co. which he will represent on 'Change. His offices will be in the Chamber of Commerce building.

The Imperial Eltr. Co. has been incorporated in Montana with capital stock of \$200,000. The incorporators are: Albert M. Sheldon, P. L. Howe and Minnie Howe. Charles A. Weil of Eureka, Mont., has been designated as agt. for the company.

The first hearing by the Minnesota legislative investigating committee on the Chamber of Commerce of Minneapolis and the Board of Trade of Duluth was held Mar. 13. Members of the Chamber feel that the more thoroly their methods of dealing in grain are studied by the farmers the less likelihood is there of adverse legislation in future.

The F.H. Peavey Co., the incorporation of which was reported in this column Dec. 25, has now taken over the grain business and eltrs. of F. H. Peavey & Co., including 420 country houses. The company has an authorized capital stock of \$3,650,000; no preferred stock and no bonded debt. The officers are: G. W. Peavey, pres.; F. T. Heffelfinger and F. B. Wells, vice pres.; and C. F. Deaver, secy.-treas.

Insurance Commissioner Thomas D. O'Brien has interpreted a ruling of the attorney-general to mean that companies must pay the 2 per cent tax on actual receipts by them or by their agents, whether returned to policy holders or not; but that "premiums collected" does not include premiums on policies canceled flat, and includes only the amount actually paid to the company. The ruling affects the issuance of short term grain insurance and cancellations.

The Minnesota Farmers Exchange at its recent convention voted to ask the legislature to establish grain and produce markets at Minneapolis and Duluth, which shall be open and at the disposal

of any person who may have grain to sell. A commission named by the legislature would have control of the markets and they would be made self-sustaining by a small fee. J. H. Schneider of White Bear introduced the motion and pointed out that a man now having grain to sell must pay a commission to a member of the board of trade before he can sell. The exchange also voted in favor of weighing all grain upon state scales instead of upon private scales, as is now the custom. Universal shortage of weights at terminal points was given as the reason for this resolution. Low freight rates at once rather than lower passenger rates are asked for and the interchange of cars is favored rather than any law of reciprocal demurrage as now advanced.

MINNESOTA.

Long Prairie, Minn.—The Cargill Eltr. Co. will erect an eltr. here this summer.

Ash Creek, Minn.—We have purchased the eltr. of H. E. Moreland.—S. A. Carter & Son.

Fort Ripley, Minn.—A. Tanner's eltr. recently burned. Mr. Tanner may rebuild.

Lake Benton, Minn.—The Lake Benton Mill Co.'s eltr. was slightly damaged recently by fire of supposedly incendiary origin.

Mabel, Minn.—The Farmers Stock & Grain Co. incorporated, capital stock \$5,000; incorporators T. A. Spande and B. Jacobson.

St. Paul, Minn.—A seed grain loan of \$25,000 to the farmers of Norman County was appropriated Mar. 14 by the Minnesota Legislature.

Lake Crystal, Minn.—Ed. L. Davis has resigned his position as wheat buyer for Marston & Larson and will return to his farm in Judson.

Long Prairie, Minn.—The Thorpe Eltr. Co. will either make extensive improvements in its house or build. The company has not yet decided.

Mankato, Minn.—Wm. E. Young, a member of the Minnesota Railroad and Warehouse Commission since 1904, was recently stricken with apoplexy.

Winona, Minn.—The Winona Malting Co. is making improvements to the amount of about \$200,000, erecting 12 steel grain tanks and doubling its malting capacity.

St. Paul, Minn.—A bill providing that fumigated grains shall be labeled and sold as such has been recommended for passage by the house committee on crimes and punishments.

Blooming Prairie, Minn.—Our eltr. burned March 14 causing a loss of \$7,000 fully insured. We will rebuild, using a flathouse for grain in the mean time.—The Farmers Eltr. Co.

New Ulm, Minn.—Application has been made to the State Inspection Dept. by the Eagle and the New Ulm Roller Mill Companies for the establishment of state grain inspection here.

Hendricks, Minn.—The Farmers Eltr. Co.'s 40,000 bu. eltr. nearly filled with grain, burned recently. The loss is estimated at \$9,000. It is said the company will rebuild immediately.

St. Paul, Minn.—Cashman's bill for the regulation of railway rates on a strict distance tariff basis is meeting strong opposition from those manufacturers and

merchants who are benefited by the present tariffs which have built up certain towns at the expense of others. The Cashman tariff would give special favors to none.

St. Paul, Minn.—State's prison for 1 or more years is the penalty provided for railroad employees guilty of rebating, under the law unanimously passed Mar. 15 by the Minnesota legislature.

St. Paul, Minn.—Representative Zelch on Mar. 20 introduced a bill, H. F. 831, amending sec. 2049, relating to storage and shipment of grain, to require a new form of warehouse inspection receipt. The bill was referred to the committee on grain and warehouse.

Lamberton, Minn.—Edwin Anderson, secy. of the Lamberton Eltr. Co. in company with Senator Clague, visited the railroad and warehouse commission Mar. 11 to complain of the shortage of cars at that station. It is as hard to get cars now as three months ago.

St. Paul, Minn.—The railroad and warehouse commission Mar. 19 served its answer on the railroads in the suit for an injunction to restrain the enforcement of the new schedule of freight rates, and a hearing will be held Mar. 25 in the United States Circuit Court.

Le Roy, Minn.—After being confined to his bed for some time with rheumatism, J. M. Larrabee died Feb. 21. Mr. Larrabee was indirectly engaged in the grain business, owning an eltr. at Chester, Ia., in charge of H. B. Nichols. His son, R. C. Larrabee, will continue the business for the present.—C.

Little Falls, Minn.—The spreading of a rail caused the wrecking of 14 grain cars near here recently, resulting in the loss of hundreds of bus. of wheat. A peculiar feature of the wreck was that only the cars in the middle of the train were damaged those at both ends of the train remaining unharmed on the track.

St. Paul, Minn.—Representative M. S. Carl of Clara City introduced a bill Mar. 15 requiring local warehousemen to keep a daily record of the price charged per bushel for all grain, showing the amount, kind and grade of grain taken in and the price paid for each variety. These reports must be sent to the railroad commission at least three times during the crop year and the railroad commission may publish them at the station where the warehouse is doing business. If the rates are too high or too low in proportion to prevailing prices at the time, the commission must publish them in a legal newspaper at the local station.

St. Paul, Minn.—With regard to the Minneapolis Chamber of Commerce being a monopoly Secy. L. T. Jamme recently testified before the legislative investigating committee that there were always memberships for sale and anyone with the money could buy one. The Chamber did not have them for sale, but the individual members could part with them if they desired. Mr. Jamme further said that all members were not in the grain business. All kinds of business and professional men were included. He admitted that the directors could keep out those it did not want and this might be construed as permitting abuses, but as a rule few were denied membership, providing they had the proper qualifications.

Duluth, Minn.—The Duluth Board of Trade on Mar. 20 adopted the following amendments to its rules: In all sales of grain by the carload it shall be the rule that 1,000 bus. shall constitute a car-

load of wheat, 1,000 bus. a carload of corn, 1,000 bus. a carload of rye, 1,000 a carload of barley, 1,500 a carload of oats, and 1,000 a carload of flax, unless otherwise agreed upon by the parties. The unloading of any car of grain bot by sample, shall constitute the acceptance of same by purchaser, provided that where in unloading any portion of a car is found to be plugged or of quality inferior to that of sample upon which the grain was sold, the purchaser shall accept the portion of the car unloaded and the remainder shall be left in the car subject to the order of the seller, who shall be immediately notified by the eltr. company unloading the same.

St. Paul, Minn.—Senator Stephens has introduced S. F. 528 to amend section 2060-1905 and change the designation of the grain inspection boards at Duluth Minneapolis to "Duluth Board of Appeals" and "Minneapolis Board of Appeals." It provides the governor shall appoint three members of each board of appeals, who shall succeed the members of the present grain inspection boards at the expiration of their terms. The terms of office of the first members of each board shall expire respectively on Aug. 1, 1908, 1909 and 1910. In case a vacancy shall occur before the expiration of the term of any member, such vacancy shall be filled by appointment for the unexpired term of said member. Members of either board shall have the right to act at either Duluth or Minneapolis. The governor may remove any member for inefficiency, malfeasance or nonfeasance after first furnishing him with a copy of the charges and giving him the opportunity to be heard.

St. Paul, Minn.—Landlords are given the right to sell a farm tenant's crop for rent, under the bill introduced in the Minnesota legislature by Representative Hollister. This law will not require the grain buyer to look out for the payment of the landlord's rent; but makes it safe for the dealer to buy grain of a landlord. Its provisions are Sec. 1. A landlord shall have a lien for his rent upon all crops grown upon leased premises, and upon any other personal property of the tenant which has been used or kept thereon during the term, and not exempt from execution for the period of 90 days, after the expiration of said lease. Sec. 2. If any sum secured by such lien be not paid within 30 days after it becomes due, the landlord may sell the property so held at auction, upon 10 days notice, which notice shall state the time and place of sale, a brief description of the property to be sold, and state the amount which will then be due, exclusive of costs and disbursements and the ground of the lien. Copies of said notice shall be pasted for ten days in three of the most public places, in the town, village or city where said property is situated, and a true copy served upon the tenant owning said property, if to be found in the county, 10 days prior to such sale. Out of the proceeds of such sale there shall be paid first: any taxes due the state, county or town; second the expenses of such sale, and third the indebtedness secured by said lien, and the remainder if any shall be paid to the tenant, owner, or other person entitled thereto.

MISSOURI.

Kansas City, Mo.—Andy Ammon died here recently. He was in the grain busi-

ness at Hiawatha, Kan., about 5 years ago.

Dearborn, Mo.—The Hulen Mills with 6,000 bus. of wheat burned March 16. The insurance on the building was \$13,000 and on the contents \$5,000.

The seed and soil special trains of the Alton and Wabash roads are of great interest to the crowds of Missouri farmers who have attended the lectures.

St. Joseph, Mo.—Three grain cars were destroyed here recently and much of the spilled grain pretty well soaked by snow and rain before it could be shoveled into box cars.

St. Louis, Mo.—The bureau of plant industry of the U. S. government has decided to establish a laboratory at this city for the testing of grain and the standardization of grades.

Jefferson, Mo.—Governor Folk has signed the anti-trust bill providing that in Missouri the price of any commodity shall be the same to all, except for the addition of freight charges.

Jefferson, Mo.—Mutual insurance has escaped the perils of the town mutual bill, which recently was killed in the legislature, largely thru the vigorous opposition of the millers mutuals.

St. Louis, Mo.—The directors of the Merchants Exchange have ordered that the memberships of deceased members shall be redeemed at \$200; but have not offered a fixed price for the redemption of certificates of membership.

St. Louis, Mo.—Milling in transit privileges were discussed recently at a conference of representatives of the Merchants Exchange and the western and southern lines. It is desired that the privilege be granted before the new grain rates become effective Apr. 1.

Kansas City, Mo.—The hearing on the suit brot by the prosecuting attorney against 15 roads to prevent the enforcement of embargoes has been indefinitely postponed by agreement. The refusal of the roads to deliver cars to connecting lines is being investigated by the state railroad and warehouse commission.

Kansas City, Mo.—We understand the Dowell law will work as a great disadvantage to the grain markets in Missouri, compared with those of other states. We already are burdened with unnecessary charges in connection with the grain business in this state. It will certainly be to the advantage of the larger firms, as they can bunch their trades much easier than a smaller firm.—Morrison Grain Co.

St. Louis, Mo.—Frank B. Caffrey, deputy grain inspector for the Merchants Exchange, is slowly recovering from injuries received Feb. 23 at F. W. Goeke & Co.'s eltr. Mr. McCaffrey was standing beneath a hopper containing 74,000 lbs. of corn when the supports gave way, burying him in grain which fell from a height of 15 ft., rendering him unconscious, and breaking one arm beside bruising him severely.

Kansas City, Mo.—We have had a number of quarrels with the railroads recently. The Mo. Pac. some days ago refused to switch 15 cars to the Milwaukee, asking if we would guarantee that the Milwaukee would return their cars to them. We replied that we were not running their road or the Milwaukee, but that we were grain merchants and were asking them to deliver our wheat as ordered, under tariff as published, and notified them in writing that if they did not do this, any loss that

we might be forced to suffer, in any way, shape or form, would be recovered from them by us thru the courts. They switched the stuff. We had the same controversy with the Union Pacific R. R. here, and got the stuff moved under instruction direct for the general offices at Omaha.—Logan Grain Co.

St. Louis, Mo.—The lawyers consulted advise that the Dowell law applies to all cash transactions on which the grain is not actually paid for and delivered at time of sale; 25c on each sale, small or large, also on trades for future delivery in the grain pits of St. Louis and Kansas City. They believe the law can be successfully attacked on constitutional grounds, and some action along this line will no doubt be taken.—Cochrane Grain Co.

Jefferson, Mo.—The Avery-Simmons bill providing for state weighing of all grain shipped to the leading terminal markets in the state has been passed by both house and senate. It is hoped that Governor Folk will veto the measure, as he did a similar bill a few years ago. The enactment of the bill would add 75 to 100 names to the payroll of the state railroad and warehouse commission at the expense of grain shippers who are well satisfied with the present supervision of weights by the grain exchanges.

Jefferson, Mo.—Elsewhere in the Journal is published the stringent anti-bucket-shop bill introduced by Senator Ely and signed by Governor Folk Mar. 18. A number of light-fingered fakirs who have presumed on the good-natured tolerance of Missourians will be driven out of the bucket-shop business at St. Louis and Kansas City by the enforcement of this law. Kansas has a rigid statute against the bucket-shops under which the illegitimate concerns can be exterminated by a county prosecuting attorney who cares to do his plain duty, so they will find no refuge at Kansas City, Kan.

Kansas City, Mo.—John I. Glover on Mar. 14 petitioned the circuit court for an order compelling the Missouri Pacific to switch cars of grain to connecting lines. In his petition Mr. Glover states that on Feb. 28 he purchased a car of grain from the Moses Bros. Grain Co., which was brought to Kansas City by the Missouri Pacific in a Kansas City Southern car. He requested the transfer of the car to the 'Frisco railway, but was refused, the car standing in the Missouri Pacific yards until it was of no use to him. On the same date he purchased a car of grain from the Waggoner-Gates Milling Co. of Independence, which arrived in Kansas City March 2. Notwithstanding the fact that the switching charges were tendered, the Missouri Pacific refused to deliver the car, which was a Chicago & Alton car, to the 'Frisco railway for transportation to the consignee. March 1, Mr. Glover bot a car of grain from the Simonds-Shields Grain Co., which was brot to Kansas City by the Missouri Pacific in a car belonging to the M., K. & T. Railway, which the Missouri Pacific also refused to deliver to the 'Frisco railway.

Jefferson, Mo.—The Dowell stamp tax law is published elsewhere in the Journal. The bill was signed Mar. 8 by Governor Folk, who waited 10 days after the bill passed the senate, to hear an effective protest from the grain trade. Kimbrough Stone, atty. of the Kansas City Board of Trade and a few other representatives of the trade, did appear before Governor Folk Mar. 7 to urge him to veto the

bill, and Pres. Brodnax of the Board expected the governor to veto the measure. Governor Folk gave careful consideration to the earlier objections, but later thot that the wishes of the legislature to collect a good roads tax in this manner shud be respected. Atty. Stone says "So far as I can see there is no interpretation of the law that would make it reach only a certain class of speculators. Clearly it was intended to strike at one class, but as the law is drawn it seems to affect every grain dealer in the state." Pres. Brodnax says that "If it becomes necessary for us to move only the trading exchange will go to the other side to transact their trading." The law will go into effect in June. The National Board aggregation of bucket-shoppers take the new stamp tax complacently as giving their transactions a flavor of legitimacy.

MONTANA.

Helena, Mont.—The Montana senate has killed Martien's bill No. 73, providing for reciprocal demurrage.

NEBRASKA.

Dix, Neb.—H. S. Chalbur is a new grain shipper here.

Beatrice, Neb.—A. L. Stanhope is building a 20,000-bu. eltr.

Kimball, Neb.—The new eltr. of S. N. Larson, is in operation.

Sedan, Neb.—Brooking Bros. have leased the eltr. of Gross & Gross.

Tamora, Neb.—The Central Granaries Co. on the B. & M. Ry. is a new firm here.—F. H. Linvill.

Rising City, Neb.—The Updike Grain Co., of Omaha, has purchased the eltr. of the Farmers Co-op. Ass'n.

Milford, Neb.—Fred Neff, employed in F. S. Johnson's eltr. was caught in a revolving shaft recently and badly bruised.

Humphrey, Neb.—The Nye-Schneider-Fowler Co. which is erecting an eltr. on the N. W. Ry., has bot a lumber business here.

Oakland, Neb.—The Peavey Eltr. Co. has sold its eltr. to John Moseman who will tear it down and use the lumber for other purposes.

Stratton, Neb.—A newly incorporated farmers eltr. company of which Elmer Martin is secy., has purchased the eltr. of Kellogg & Co.

Franklin, Neb.—L. E. Furry & Sons have rented my eltrs. for 1907. The Citizens Lumber Co. has succeeded Chitwood Bros.—W. J. Clapp.

York, Neb.—The Farmers Independent Eltr. Co., which has about \$10,000 invested, has decided to quit the grain business because it does not pay. The grain growers have preferred to sell their crops to the other eltrs. in town.

Nebraska City, Neb.—Edwin Duff has filed a petition asking for the administration of the estate of his father, Michael Duff, who was a member of the Duff Grain Co. The personal property of the deceased, according to the petition, is \$100,000.

Nebraska City, Neb.—Paul Schminke Co., William Brown, and M. Barstler have brot suit against Winfield Holden and H. H. Benter who, it is claimed have personal property of Ed. Holden, son of one of the defendants, who operated an eltr. at Burr and disappeared after,

it is alleged, shipping grain belonging to the plaintiffs who brot suit for an attachment on the eltr.

Lincoln, Neb.—U. G. Powell recently made a report for the new railroad commission on the car supply of all railroads in Nebraska. On Mar. 5 all the roads in the state had 3,203 box cars, and had orders for 3,161 cars. Empty cars in trains and at stations totaled 1,097, so that even if all the empties could have been placed immediately only one-third of the applications for cars could have been filled.

Lincoln, Neb.—Rep. Cone has introduced an amendment to the Hirsch law reducing the minimum capacity of eltrs. for which the railroads must provide side tracks from 15,000 to 10,000 bus. It is also provided that at stations where the railroad company has not given other industries free switch tracks the company must lay a track as desired by the shipper at the expense of the shipper, on application thru the district court. Why shud not side tracks be put in free at all stations?

Omaha, Neb.—According to the third annual report of the Grain Exchange just issued by Pres. G. W. Wattles 44,530,300 bus. of grain have been received during 1906, against 34,523,500 bus. for 1905 and 40,007,900 bus. shipped during 1906, against 34,301,000 bus. for 1905 with a total local eltr. capacity of 6,040,000 bus. Mr. Wattles calls the past year the most prosperous in the history of the Grain Exchange, emphasizing the increased grain receipts, the better adjustment of the railroad rates, increased eltr. capacity and the new 1,000,000-bu. eltr. of the Nye-Schneider-Fowler Co. as proofs of the fact.

Lincoln, Neb.—Senator McKesson's bill provides that "any person, company, corporation or association engaged in the buying and selling of grain for profit in the state of Nebraska shall report daily by postal card the prices paid per bushel or per hundred weight for any grains purchased by them, to the Commissioner of Commerce, Statistics and Labor of the State. It shall be the duty of the Commissioner of Commerce, Statistics and Labor to cause to be published such prices paid at places of purchase of grain at such intervals as he may deem necessary and in a manner most convenient for the proper publicity of such prices. Any person, company, corporation or association violating any of the provisions of Section 1 of this act, or wrongfully reporting the prices of such grains, shall be deemed guilty of a misdemeanor and be fined in any sum not less than \$10 or more than \$25, for each such offense, and it shall be the duty of the county attorney upon knowledge of any violation of this act to prosecute all parties violating the same."

NEW ENGLAND.

Bridgeton, Me.—Hamblen & Ingalls have installed a new feed mill.

North Hampton, Mass.—The Berry-Putnam Grain Co., North Andover station, incorporated, capital stock \$4,000; incorporators Jacob W. Berry, Joseph H. Putnam and Clifton S. Berry.

NEW YORK.

Buffalo, N. Y.—Junius S. Smith, who for many years has been lake weighmaster for the Corn Exchange, is testing the scales of the eltrs. for the coming season of navigation. Private weighers

of grain cargoes reap the benefit of his work, as a great part of the grain receipts pay him no revenue.

Barker, N. Y.—F. V. Putnam will succeed P. L. Pallister in the bean business here Apr. 1.

Buffalo, N. Y.—Dudley M. Irwin has removed to new offices at 1117 Chamber of Commerce bldg.

Buffalo, N. Y.—Robert J. Spoonley, mgr. for the Husted Milling & Eltr. Co., died very suddenly of heart trouble Mar. 17. He leaves a wife and 4 children.

New York, N. Y.—The Produce Exchange has adopted rules governing trading in securities and the charter of the Exchange has been amended to cover the transactions in stocks.

Buffalo, N. Y.—Alfred Anderson has been appointed chief grain inspector and weighmaster by the Corn Exchange, and will resign his position as chief grain inspector of the Peoria Board of Trade, Peoria, Ill.

Buffalo, N. Y.—Frederick MacLean, whose death was reported in this column Mar. 10, is mourned by many friends both at Buffalo and New York. The New York Produce Exchange and the Buffalo Corn Exchange both adopted resolutions of esteem. Mr. MacLean came to Buffalo last year after having been a member of the Produce Exchange for 12 years, and built up a good business for the Electric Eltr. & Milling Co. of which he was manager. He possessed a wide acquaintance with shippers of grain and hay.

Buffalo, N. Y.—Justice Marcus, who heard argument Mar. 9 on the suit of the Buffalo Grain Co. against the Western Elevating Ass'n to recover \$54,000 damages for the loss of grain in the collapse of the Ontario Eltr., reserved his decision after the hearing, and has not yet decided whether to grant the new trial. Complainants had a strong case, since it was shown that the piles on which the house stood were 3½ feet out of water and naturally might be expected to decay after 18 years owing to exposure to the air, evidence that the owner was negligent in not examining the foundation.

NORTH DAKOTA.

Judson, N. D.—The Judson Mercantile Co. will build an eltr.

Streeter, N. D.—J. J. Delaney will erect an eltr. here this summer.

Nome, N. D.—The Rothsay Eltr. Co., of Rothsay, Minn., will build an eltr. here.

Streeter, N. D.—The Kraft Eltr. Co. has applied for an eltr. site and will build as soon as it is procured.

Ross, N. D.—Nelson Lindgren, of Lansford, will erect a large eltr. here.—J. M. Campbell, agt., Victoria Eltr. Co.

Tolna, N. D.—The Tolna Farmers Eltr. Co. contemplates putting in a feed mill. Carl Peterson is the buyer for the company.

North Dakota elevators will be kept open longer than usual this season on account of so much grain being in farmers hands.

Cleveland, N. D.—A. W. Johnson, of Atwater, Minn., has made application for an eltr. site and will probably build in the spring.

Dickey, N. D.—The Farmers Eltr. Co., incorporated, capital stock \$20,000; incorporators C. Kramer, A. H. Dunton, H. D. Bloss and others.

Towner, N. D.—The Towner Farmers Eltr. Co., incorporated, capital stock \$25,000; incorporators James E. Reed, Robert Gorman, and others.

Lehr, N. D.—The Farmers Eltr. Co. incorporated, capital stock \$15,000; incorporators George Mack, John Becker, Sr., Jacob Dorr and others.

Minot, N. D.—The A. A. Robinson Eltr. Co. has 3 eltrs. beside the one at this point and a flat house on the main line of the Great Northern Ry.

Bismarck, N. D.—The senate has passed Regan's bill, No. 326, requiring warehousemen to report annually to the commissioner of agriculture.

Bowbells, N. D.—A helper in the Flaxton office of R. A. Grams stole blank grain checks and forged two of them for \$450. The forger made good the amount.

Russell, N. D.—The A. D. Medhurst Eltr. Co. incorporated, capital stock \$10,000; incorporators A. D. and Carrie M. Medhurst, H. M. Cornell and Huldah Cornell.

Park River, N. D.—The farmers, here, who are organizing an eltr. company, have selected D. H. Mackay, secy., of the soliciting committee which has procured an option on the Peavey eltr.

Lakota, N. D.—M. G. Buckley, who has been traveling auditor for the Imperial Eltr. Co. with headquarters here, has resigned his position to accept another with the same company and will be succeeded by H. W. Buck of Aberdeen, S. D.

Forfar, Glenburg P. O., N. D.—The St. Anthony & Dakota Eltr. Co. has closed its house for the rest of the season. The farmers in this territory contemplate the organization of an eltr. company.—Agt., Cargill Eltr. Co.

Minot, N. D.—The McCutcheon Grain Co. incorporated, capital stock \$50,000; incorporators W. M. McCutcheon, Nelson A. Lindgren, Lansford, N. D.; Hans A. Foss, Duluth, Minn., and Isaac A. Honstain, Minneapolis, Minn.

Gackle, N. D.—The Powers Eltr. and the Lyons Eltr. will need repairs on account of the houses being filled to utmost capacity. The eltrs. settled, bringing some of the line shafting out of line, so it is hardly possible to run the machinery.—J. H. Meyers, agt., Powers Eltr. Co.

Bismarck, N. D.—The North Dakota house has passed senate bill No. 167, for the licensing of grain eltrs. thru the office of the railroad commission, every two years, for fees of \$8, \$10 and \$12; and senate bill No. 326 requiring managers of eltrs. to make annual reports to the commissioner of agriculture and labor for statistical purposes. No. 167 is an amendment of the old law.

The Governor has approved senate bill 210 and it is now a law, hence it will govern the taxation of grain in store this year, unless some one sees fit to carry the matter into the courts. Taxing grain high when values are low or low when grain values are high can not be equitable, but if the grain dealers of the state are agreeable it will stand. The new law is as follows:

An Act Taxing Grain in Elevators, Warehouses and Granaries at a Fixed Rate.

Be It Enacted by the Legislative Assembly of the State of North Dakota:

Section 1. That all grain grown within the state and held therein in elevators, warehouses and granaries shall be taxed at a fixed rate, as follows: Flax at the rate of one-half of one cent per bushel; wheat at the rate of three-eighths of one cent per bushel; and oats, barley, corn, speltz and

rye each at the rate of one-eighth of one cent per bushel.

Sec. 2. It shall be the duty of the county auditor to extend taxes on the tax lists upon all grain, as shown by the assessment roll, at the rate fixed by this act.

Sec. 3. An emergency exists in this that it is necessary that this act take effect long prior to July in order to carry into effect the provisions of section 176 of the constitution as amended, therefore this act shall take effect and be in force from and after its passage and approval.

OHIO.

Hebron, O.—We contemplate putting in a wagon dump.—Pence & Swisher.

Frankfort, O.—The car situation has been very bad for some time.—Blue & Co.

Middle Point, O.—The car situation is getting worse; eltrs. are full of grain.—Pollock Grain Co.

Toronto, O.—We will build a warehouse near the C. & P. Ry., 40x40 ft., with capacity of 150 tons.—Shaw & McNay.

Elizabethtown, O.—R. P. Branson, of Ridgeville, Ind., has purchased for \$6,500 the eltr. of the Early & Daniel Co., of Cincinnati, and will overhaul the plant.

Kyle, O.—The New York Central Ry. is double tracking its road and moving its line here which will cause some changes in grain stands.—B. F. Kyle & Co.

Sycamore, O.—The Sycamore Grain & Milling Co. has removed here from Lemert where it transacted business under the firm name of the Lemert Grain & Milling Co.

West Jefferson, O.—A petition has been filed against Henry C. Wilson, requesting that he be declared an involuntary bankrupt. It is alleged that he made an assignment to parties other than the plaintiffs while insolvent.

Mechanicsburg, O.—John S. Palmer was recently found dead in his room at a hotel. A few weeks before, with H. M. Brown, he had bot the eltr. of L. H. Bruns, and his wife and three children were soon to have moved from their home at Shreve, O., to this place.

Cincinnati, O.—Railroad traffic has been impeded by the flood of Mar. 18, the terminals being under water. This is the second flood of the season; the conditions during the first rise of the Ohio river are shown in the fotograf of Gale Bros.' eltr., reproduced in the Journal Feb. 25.

Columbus, O.—The second agricultural special train will be run the first week in April, running over the B. & O. S. W. and the Panhandle roads and making about 45 stops. Grain shippers along these lines who will be favored with a stop are urged to advertise the coming of the special train to the grain growers of their territory.

Cincinnati, O.—The Chamber of Commerce, to make admission to membership easier when the number of members is less than 1,000, has provided for the issuing of membership certificates. The following members have been recently elected: Henry R. Meyers, J. Watt Graham, Pearl Trent, P. W. Conner and John A. Mulvihill. Charles H. Granger of the Union Grain & Hay Co. has applied for membership.

Toledo, O.—The grain arriving here is grading up to the average with the exception of corn. Many complaints are heard of the large amount of soft corn. The receipts of oats are light. The car shortage continues to be the greatest disturbing factor in the market. Wednesday

of this week there was a good supply of cars to be had and the local shippers were not slow to take advantage of this extraordinary condition. The supply lasted for one day only and since then cars have been tighter than ever.—S.

OKLAHOMA

Blackwell, Ok.—The Blackwell Eltr. Co. is having its property appraised by Coats & Burchard.

The next annual meeting of the Grain Dealers Ass'n of Oklahoma and Indian Territories will likely be held May 22.

Muskogee, Okla.—Our company will extend its business this year by building three new eltrs. in this vicinity.—Muskogee Grain & Eltr. Co.

Lawton, Okla.—J. J. Crawford is erecting a \$35,000 corn mill and eltr., also a grist mill and other improvements, making a total expenditure of about \$70,000.

Pond Creek, Okla.—The Pond Creek Grain & Fuel Co. incorporated, capital stock \$10,000; incorporators J. W. Wharton, C. M. Van Stickle, Frank Claney, Henry Wayman and others.

Kaw City, Okla.—We are going to begin the construction of an eltr. at once, and wish to receive bids from builders of steel storage bins of 15,000 to 20,000 bus. capacity.—W. T. Conklin of Conklin Bros.

Enid, Okla.—J. Y. Callahan is mentioned as a candidate for the office of railroad commissioner. Under the constitution he would have to dispose of his interest in the grain business to accept the office.

OREGON.

Salem, Ore.—The Burns pure food bill, patterned after the national law, has passed both houses of the Oregon legislature.

Pendleton, Ore.—The Inland Empire Wheat Growers Ass'n is to be incorporated. The executive committee of the Ass'n recently purchased 500,000 grain sacks.

PENNSYLVANIA.

Harrisburg, Pa.—Anti-bucket-shop bills have been introduced in the Pennsylvania legislature.

Pittsburg, Pa.—Representative Westa has introduced an anti-bucket-shop bill in the Pennsylvania house.

Lawn, Pa.—A. I. Hartman and A. L. Garrett have dissolved partnership. The business will be continued by Mr. Garrett.

Harrisburg, Pa.—At the request of the Dept. of Agri. of the state, which prepared it, a bill, No. 255, has been introduced in the legislature relating to the tagging of feed.

Pittsburg, Pa.—The Pittsburg Transfer Eltr. Co. incorporated, capital stock \$50,000; incorporators N. Morton, 207 Grain Exchange Bldg., James Speedy, H. R. Engle, H. L. Speedy and James F. Leech.

Harrisburg, Pa.—The house railroad committee has reported favorably on the Dunsmore railroad commission bill. A bill has been introduced in the senate for the creation of a state commerce commission to control railroads.

PHILADELPHIA LETTER.

Frank P. Mellon Co., incorporated, has acquired membership in the Commercial Exchange. It is an old grain, feed and hay concern.

Wheat and corn have been weak, as well as flour, while oats and mill feed are firmly held, particularly on all desirable offerings.

Elmer P. Keiser, who for years was the representative of Chapin & Co., grain and feed, in Philadelphia, New York and Boston, has taken charge of the Buffalo Cereal Co.'s interests at Boston.

The Commercial Exchange is contemplating sending delegates to the International Grain Congress which meets in London soon, and Pres. James L. King and Chairman of the Grain Committee, Robert McKnight, are spoken of as representatives well calculated to do full justice and honor to the trade here.

The new room and floor committee of the Commercial Exchange, composed of W. W. Walton, John L. Killpatrick, and Samuel Scattergood, is determined to "cut out" all leaking of official grain quotations to any one outside of the regular members and have inaugurated a relentless war on all "suspects." Mr. Walton is absent at present but the agitation which has been vigorously kept up has culminated in a report to the directors, which has met their approval and strict orders have now been given to all employees of the Exchange to refrain from giving out any quotation news, and the newspaper men are now under the limelight, it being insisted that the only way for them to get into position to obtain such information is to become members of the organization. This still hunt is being kept up by Committeeman Killpatrick.—S. R. E.

SOUTH DAKOTA.

Richmond, Aberdeen P. O., S. D.—H. R. Hoswold, recently of Egan, will build an eltr. on the Mpls. & St. L. Ry. here.

Eureka, S. D.—Hooper & Reagen, who are operating eltrs. at Artas and Leola, will erect an eltr. on the M. & St. L. Ry. here.

Lake Preston, S. D.—The Co-op Eltr. Co. is considering plans for a new eltr. The company will either build or overhaul its present house.

Seed corn of last year's crop in South Dakota is said to have lost its vitality on account of the wet fall and growers are urged to test their seed before planting.

Flandreau, S. D.—On complaint of the Farmers & Merchants Eltr. Co. the state railroad commission held a meeting here Mar. 9 to investigate the car shortage.

Osceola, S. D.—The Atlas Eltr. Co. has completed its new plant consisting of a 30,000-bu. eltr. and lumber and coal sheds. Jay M. Paddock is agt. for the company.

Valley Springs, S. D.—The organization of a farmers eltr. company will soon be completed and a 40,000-bu. eltr. will be erected. J. S. Swancut has been appointed temporary chairman and F. A. Flood, temporary secy. of the company.

Herrick, S. D.—In the drawing for eltr. sites at this place Caspary & Simmons drew first, the Farmers Eltr. Co. second and the Urdike Grain Co. third, leaving Nye-Schneider-Fowler Co. and William Kroter to take what is left.

Scotland, S. D.—J. H. Dickson, proprietor of the New York Store, died a short time ago. Mr. Dickson was actively engaged in the grain business here for many years as well as at Armour and Geddes and up to about two weeks before his death when he was forced to take to his bed with typhoid fever. He was also afflicted with heart



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The Chicago Daily News, March 22, 1906, said:

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trouble. Mr. Dickson is survived by a widow and a son, C. J. Dickson, who will continue his father's business for the present.

SOUTHEAST.

Shenandoah Junction, W. Va.—J. J. Lyne has installed a new engine.

Suffolk, Va.—The Suffolk Feed & Fuel Co. is installing machinery in its eltr.

Elkins, W. Va.—The Darden Co. will install a gas engine and corn grinder this spring.

TENNESSEE.

Nashville, Tenn.—Holladay's bucket-shop bill has failed to pass the senate.

Pulaski, Tenn.—David W. Dever, of the Pulaski Cotton & Grain Co., died March 9, at the age of 54 years. He is survived by his wife and 2 children.

Nashville, Tenn.—The Board of Trade has arranged for the installation of blackboards for the Grain Exchange on which local quotations will be given daily.

Nashville, Tenn.—J. S. Rose has leased the old Model Mill on the N. C. & St. L. Ry. from the Liberty Mills and will erect a grain warehouse and an eltr. on the property.

Memphis, Tenn.—An opinion in the favor of the Columbia Star Milling Co. declaring it entitled to its claim of \$20,000 against the B. I. Busby Co., now in the hands of a receiver, has been rendered by Chancellor Heiskell.

Dixon Spring, Tenn.—The warehouse of the Dixon Spring Mill & Grain Co., containing 13,000 bus. of wheat, burned March 7. The loss is estimated somewhere between \$12,000 and \$15,000. Both house and contents were insured.

Clarksville, Tenn.—The Chamber of Commerce on Mar. 15 adopted a resolution that "We are in favor of a law that will compel the railroads to make physical connections with each other, and requiring them to interchange freight cars by switching from one road to another."

Humboldt, Tenn.—The Hardy Grain Co., with headquarters in St. Louis, will erect a large warehouse as an addition to its plant here, recently purchased from the Humboldt Mill & Eltr. Co. J. R. Evans, who is in charge of these offices, is the only member, of the old firm, who retained stock and continued with the St. Louis company.

Nashville, Tenn.—The Tennessee Eltr. & Storage Co. has succeeded the Tri-State Milling Co. and increased its capital from \$100,000 to \$150,000. The officers of the company are: E. E. Schultz, pres., a son of John Schultz, member of the Chicago Board of Trade; Jay Youngblood, treas. and gen'l mgr.; Vernon Tupper, secy., and P. H. Tully, supt. The youth of the company is somewhat notable, the oldest member being but 27 years of age.

TEXAS.

McKinney, Tex.—The American Grain Co. has engaged in business here recently.

Alvin, Tex.—Drake & Son, formerly in the grain and hay business at Pearland, have engaged in the same business here.

McKinney, Tex.—Owing to failing health, Dr. J. B. Knotts, senior member of our firm, has retired from the grain business.—The J. B. Knott Grain Co.

Ft. Worth, Tex.—The Boon Kirk Eltr. was damaged March 3 to the amount of \$500 by fire. Three carloads of grain standing near the eltr. were badly impaired by water.

El Campo, Tex.—A rice eltr. company is being organized with \$20,000 capital stock. Among those interested in the movement are Messrs. Nelson, Armsted and Mack Webb.

Midlothian, Tex.—Our plant with the exception of eltr., steel tanks and boiler rooms, burned March 2 involving a loss of \$18,000 with \$10,000 insurance.—W. W. Major, mgr., Midlothian Milling Co.

McKinney, Tex.—I am now sole owner of the White Grain & Milling Co. D. D. Sharp and W. B. Harrison compose the Globe Grain Co., a new firm here for which Mr. Sharp is mgr.—J. M. White.

Beaumont, Tex.—The Beaumont Rice Mills Co. will rebuild its plant burned last Oct. The new mills will be built on the old foundations, have capacity of 1,200 bbls. and be equipped with up-to-date machinery.

Austin, Tex.—Grain shippers and growers shud lend their support to house bill No. 610 and senate bill No. 261 appropriating \$10,000 for investigation of the green bug of the entomological department of the Agri. and Mech. College.

Austin, Tex.—The state railroad commission has ruled that a railroad may use other than its own cars to supply shippers; and that additional charges may be allowed for back haul on reconsignment diversions not ordered within 48 hours after the arrival of cars at junction points.

Ferguson, Kennedale P. O., Tex.—An eltr. company has been organized by the farmers in this vicinity, and the following officers elected: O. Cunningham, pres.; N. M. Davis, vice-pres.; T. Erickson, secy.; Union Moore, treas., and August Gummer, John McMahon and others, directors. The capital stock of the concern will be \$3,000.

Fort Worth, Tex.—The Briggs insurance bill would annul previous insurance legislation, it being a substitute therefor. Its passage would effectually prohibit mutuals. Grain dealers and millers are urged to write their representatives in the legislature to vote against this bill. Glen Walker, secy. of the Millers Mutual Fire Insurance Co. of Texas, at Fort Worth, is working for the defeat of the harmful measure.

The Briggs bill requires that no mutual company shall write insurance until \$100,000 in sound securities be deposited, a provision that is as impossible as it is unnecessary, since the security of a mutual is in the premiums paid, and the requirement of \$100,000 paid in would place the mutual on a stock company basis, since dividends would have to be earned on the investment at the expense of the policy holders. No man would loan a mutual company \$100,000 to begin business, except on exorbitant terms. The provisions of Sec. 105 render 90 per cent of Texas merchants and manufacturers ineligible as incorporators of a mutual company. An example of the benefits of mutual insurance is supplied by the Texas Millers Mutual, which for 9 years has returned to policyholders 40 per cent of the stock company premiums. The enactment of the Briggs bill will hand over life and fire insurance in Texas to the tender mercies of the stock companies.

WASHINGTON.

Walla Walla, Wash.—The reciprocal demurrage bill has passed both houses of the legislature.

Mt. Hope, Wash.—The farmers in this vicinity are organizing a company and expect to erect an \$8,000 eltr.

Spokane, Wash.—The Spokane Grain Co. incorporated, capital stock \$10,000; incorporators G. W. W. Ford and A. G. Davis.

Walla Walla, Wash.—The Gaches pure food law, conforming to the federal law, has been passed by the Washington legislature.

Spokane, Wash.—Cleaning wheat in transit is provided for in the following amendment to the tariff sheet recently issued by the Northern Pacific railroad: Wheat (from points on main line and branches of the Northern Pacific Ry. in Washington and Idaho) which, after being cleaned, is destined to points on the Northern Pacific west of and including Palmer, Wash., may be waybilled to any intermediate cleaning station in the above states at 2½ cents above the rate from point of origin to destination, but not less than the rate applying to Tacoma and Seattle plus 2½ cents. Agents at cleaning stations will collect charges on the actual weight of the wheat shipped in at the above rate, and if the cleaned wheat, in carloads, is shipped to terminals or points beyond as described above, to which wheat was originally consigned, within 10 days after wheat was received, agents at such cleaning points are authorized to bill an equal amount of cleaned wheat free to the proper terminal. Wheat must in all cases be cleaned at a point on a direct line between shipping point and destination.

WISCONSIN.

Shennington, Wis.—C. T. Baker has succeeded Frank Hahn.

Two Rivers, Wis.—Eber Harnden has purchased a site and will erect an eltr.

Lodi, Wis.—Caldwell Bros. have succeeded The Caldwell & Neill Co. at this point, Dane and Waunakee.

Dodgeville, Wis.—Reese & Powell have dissolved partnership. The business will be continued by William V. Powell.

Kaukauna, Wis.—J. L. Wirtz, of the J. L. Wirtz Co., has been missing for some time. When last heard from he was in Milwaukee.

Ashland, Wis.—An eltr. is to be erected in connection with the flour mill of which W. H. Grant is manager. It is also proposed to maintain a line of eltrs. in the Dakotas.

Superior, Wis.—Depositions are soon to be taken in the suit by the Minneapolis Chamber of Commerce to prevent the use of its market quotations by the Superior Board of Trade.

Superior, Wis.—The machinery, in eltr. R. of the Amenias-Sharon Land Co., which was seized for taxes recently, was released upon payment by the company of the amount due, about \$306.

Superior, Wis.—The Wisconsin Grain & Warehouse Commission on Mar. 15 elected W. C. Macfadden, the newly appointed North Dakota member, as chairman. Mr. Macfadden considers the outlook for the construction or lease of an eltr. as good, and that the building of the Soo Road to Superior will help the independent dealers.

Milwaukee, Wis.—The Chamber of

Commerce has made a strong protest against the bill before the Wisconsin legislature providing for the licensing of commission merchants and the payment of an annual fee of \$25. It would seem that the placing of a tax on commission merchants who maintain an open market for the farmer's products is an unjust discrimination against one class of business men, especially since the commission merchants are not specially protected by the state, and each city imposes a license tax for the privilege of transacting business. This is double taxation.

Milwaukee, Wis.—The Chamber of Commerce will hold its annual election Apr. 1, to choose a pres., first and second vice-pres., sec'y, treas., three directors for three years each, a board of arbitration of five members and a board of appeals of five members, each for one year, a grain inspector and a weigher, each for one year. The directors recently voted for an assessment of \$25 for the expenses during the ensuing year. The directors adopted resolutions protesting against the enactment of Hudnall's bill prohibiting Wisconsin corporations from dealing with the Duluth Board of Trade.

Madison, Wis.—A marked improvement in the quality of ground feeds is reported by the University of Wisconsin experiment station in a recent bulletin. The number of deficiencies in the guaranteed composition of the licensed feeds was smaller this year than at any time since the feed law went into operation five years ago. Fewer mixed feeds of inferior grade were offered for sale than in the past years. The improvement in quality is more marked in the case of those containing ground corn and oats than in any other class of feeds. During the first year of the operation of the law, 1902, 59 per cent of the number of samples collected and analyzed by the University of Wisconsin experiment station officials were either unquestionably adulterated or suspicious. In the past year not one of the samples of ground corn and oats collected was adulterated, and but two suspicious lots were found.

MILWAUKEE LETTER.

Geo. H. D. Johnson left March 9th for the south and a visit to the City of Mexico.

Fennimore, Wis.—Smith & Bowers have succeeded Wm. Zimmerman in the grain business.

Memberships are now selling for \$200, at which mark a few sales were recently reported.

The recent phenomenal rise in the price of barley has been followed by a reaction, but the market is holding steady.

The Reingans-Wolff Grain Co. reports a good run of business for its first month, but complains of its inability to obtain cars to fill orders.

Spring Green, Wis.—J. A. W. Sprecher has succeeded Sprecher & Robertson in the grain business, having bought the interests of Mr. Robertson.

The committee on memberships has approved the following applications for membership in the Chamber of Commerce: Herman Jahns, Jr., J. Francis Mackey, Wm. C. Richter, Howard Kleider, Clarence W. Lawrence, W. H. Lewis and Jas. G. O'Brien.

Members of the Chamber claim that considerable grain is purchased through the Duluth Board of Trade and during the winter months can be shipped to Wisconsin at a small cost. The passage of the law prohibiting trading with the

Duluth Board, they claim, would mean a loss to them and to the small buyers, both in the matter of price and transportation.—C.

Receipts of Wheat and Corn at Primary Markets.

Receipts of winter and spring wheat at the leading primary markets since July 1 and prior to March 23, 1907, have been 185,751,940 bus.; compared with 198,586,560 bus. for the corresponding period of 1905-06.

Corn receipts for the present crop year have been 142,544,021 bus.; compared with 135,020,451 bus. for the corresponding period of last season.

Exports of Breadstuffs.

Our exports of breadstuffs for the 8 months prior to Mar. 1 included 58,222,268 bus. of wheat, 48,125,223 bus. of corn, 3,340,721 bus. of oats, 229,144 bus. of rye, 7,104,938 bus. of barley and 9,854,102 bbls. of flour; compared with 27,283,000 bus. of wheat, 88,002,893 bus. of corn, 32,643,000 bus. of oats, 721,000 bus. of rye, 13,439,000 bus. of barley and 9,749,257 bbls. of wheat flour for the corresponding months of 1905-6, as reported by O. P. Austin, chief of the Bureau of Statistics. The total value of all breadstuffs exported during the 8 months was \$116,880,000; against \$130,737,000 for the corresponding 8 months prior to Mar. 1, 1906.

The April 10 report of the government will state the condition of the two winter crops of wheat and rye.


The Corn Products Refining Co. has declared the regular quarterly dividend of 1 per cent on the preferred stock and the 3 per cent in arrears, payable Apr. 10.

The Standard Oil Co. has announced an advance of a quarter of a cent a gallon on all grades of refined oil, naphtha and gasoline. John wants a portion of his \$32,000,000 back.

Hawaii imported from Japan 17,871,000 pounds of rice during the calendar year 1906, according to a Honolulu trade journal. This was 12,295,000 pounds more than was imported the year previous, but practically the same number of pounds but in 1904. Owing to a short crop in 1905, in Japan the amount imported was less than 1-3 the usual number of pounds, but the shortage was made up by larger receipts from other sources.

Large quantities of grain sacks are purchased by Liverpool bag dealers, according to a recent report of Consul J. L. Griffiths, and are returned to the United States to be again filled with cereals. Before being shipped the bags are repaired by the dealers and made fit for use, while those purchased direct from the millers have to be overhauled by the buyer. Mended bags in large lots may be purchased as follows: California cents, \$0.052, narrow LaPlatas, \$0.051.

Good Reputation is the greatest asset any firm or market can have. Some mixers have been nearsighted. They have tried to treat buyers as suckers. They have hurt the contract grades, injured the foreign demand and made the speculative public suspicious. Foreigners have protested. Uniform grades as suggested would help to restore confidence. All should be required to furnish an average of the grade when they ship out or deliver upon contracts. Uniform commissions and charges should be established.—C. A. King & Co.



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The bloated trusts they may restrain,
The railroads they may fetter,
Make common grafters howl with pain
And promise to do better,
Keep most disbursements to our needs,
But still we'll have our garden seeds.
Economy may be the cry,
But still the mails will carry
The seeds they might prefer to buy
To Tom and Dick and Harry.
Meanwhile the prudent farmer feeds
His chickens with those garden seeds.
From Chicago Daily News.

Baltimore dealers are getting a heavy demand for clover seed.

The clover seed crop was a failure in Australia until bumblebees were introduced.

Clover seed has wintered well in Kentucky, reports the Commissioner of Agriculture.

Private settlement was made recently by a big short in the Toledo clover seed market.

The Venable Seed Co., of Owensboro, Ky., recently purchased a carload of Wisconsin clover seed.

January imports of clover seed were 3,159,900 lbs., those of last year not having been reported by the government.

Lowell Roudebush of Batavia, O., has been appointed government inspector of grass and grain seeds in the state of Ohio.

A seed barn is to be erected at the North Dakota state experiment station, if the \$10,000 appropriation can be obtained from the legislature.

Indianapolis dealers have sold twice as much clover seed early in March as during the same period of last year. Good sales have been made of timothy and bluegrass.

Lots of clover has been bot for seedling and most of it has been sown already, Mar. 19; in fact, we never saw so much seed sown so early as it has been this year.—T. J. Lewis & Bro., Roann, Ind.

Fire at West Branch, Mich., Mar. 5, destroyed the seed house of the Evans Seed Co., valued at \$2,000 and a big stock of contract seeds valued at \$25,000. The loss is partly insured. The plant is to be rebuilt.

The postoffice department recently rejected the catalog of a Chicago mail order house because in its seed list prices were offered for the best grain grown from seed bot of the concern, constituting a lottery.

I believe the clover seed sown this time will make a good crop. At present it looks like a fine chance, and we need it, as in 10 miles drive there is about one clover field from last year.—Leo Barker, mgr. Goodrich Bros. eltr., Farmland, Ind.

Exports from New York during the week ending Mar. 23 were 687 bags of alsike and 680 bags of red clover seed, against 100 bags of red clover seed for the same period last year. Imports for the week were 7,100 bags of red clover seed.

The first cutting of alfalfa is made into hay, the second develops the seed. If the hay is dry at the time the hay is put up the seed will remain in good condition for several years. A regular clover huller does better work than a common threshing machine.

Encourage the farmers to buy their seed at home. It is to their best interest to raise their own seed corn or plant corn raised in their locality.

The growth of alfalfa in Ohio has passed the experimental stage. Alfalfa on all kinds of Ohio soils is no longer a possibility—it is a certainty. Alfalfa will thrive on the hills of southern Ohio, and will make valuable thousands of acres. It will grow wherever sweet clover grows, except on low, wet ground.—Allen O. Meyers, state farmers institute lecturer.

Toledo received during the week ending March 23, 2,700 bags of clover seed and shipped 3,503 bags, against 525 bags received and 3,437 bags shipped for the corresponding week of last year. Receipts for the season prior to March 23 have been 42,299 bags and shipments 45,151 bags, against 45,151 bags received and 53,672 bags shipped during the corresponding period of 1906.

J. H. Frith, seed dealer of Nashville, Tenn., has filed a petition in bankruptcy. His liabilities are \$24,000, and assets, his interest in Frith & Co. and household furniture. The principal creditor is the Fourth National Bank, which has a claim for \$7,860. A few days prior to the filing of the petition Frith's wife applied for a divorce, and this is said to have lead up to bankruptcy proceedings.

A Canadian seed dealer writes C. A. King & Co.: Trade in red clover is just opening up, and demand is starting in well and promises larger than last year. Stocks are light, but prices so high, no one wants to risk carrying over any and as market with you is sensitive, we will not buy till we have to. Some English seed brought into Canada, a few cars, but no German. Expect to want a car or two of Toledo red.

Exports of seeds during the 7 months prior to Feb. 1, as reported by O. P. Austin, chief of the bureau of statistics, have been 3,162,000 lbs. of clover seed, 8,933,700 lbs. of timothy seed, other grass seeds valued at \$297,000, and 5,296,000 bus. flax seed; compared with 1,456,000 lbs. clover seed, 5,104,000 lbs. timothy seed, other grass seeds valued at \$167,300, and 1,808,000 bus. of flax seed, during the corresponding months of 1905-6.

The Supreme Court of Utah recently reversed the decision of the district court at Salt Lake City, Utah, in the suit of John H. Bailey & Sons against Andrew and David Leishman, to recover \$150 for failure to deliver 125 bus. of lucerne seed on contract. Defendants demurred on the ground that the contract was one-sided, not having signed it. This demurrer was sustained by the district court; but the Supreme Court in reversing the decision held that the contract was in the nature of an offer which could be accepted by the plaintiffs and thus complete the contract.

Chicago received during the week ending March 23, 1,115,760 lbs. timothy seed, 97,700 lbs. clover seed, 469,600 lbs. of other grass seeds and 37,000 bus. flaxseed, compared with 746,206 lbs. of timothy seed, 224,616 lbs. clover seed, 87,785 lbs. other grass seeds and 29,900 bus. of flaxseed for the corresponding week of 1906. Shipments for the week have been 773,925 lbs. timothy seed, 81,666 lbs. clover seed, 1,022,418 lbs. of other grass seeds and 2,650 bus. flaxseed, against 437,648 lbs. timothy seed, 88,955 lbs. clover seed, 1,246,064 lbs. of other grass seeds and 1,821 bus. flaxseed for the corresponding week of last year.

The Toledo clover seed market has been lively the past 10 days. The receipts have been liberal; most of the seed coming from other markets to fill March contracts with outside purchasers.—S.

London, Eng., Mar. 11.—The quantity of English red clover seed offering continues large, and the supply is fully equal to the demand; prices remain without variation. The home demand has considerably increased, and naturally will continue to do so during the next two months. White clover is in good request at the low prices now ruling. Alsike in good demand, prices very firm.—W. H. & H. Le May.

The total flax crop of the world during 1904-5 according to a recent bulletin issued by the Department of Agriculture was as follows. In the U. S. in 1904 the flax crop was 23,401,000 bus., in 1905, 28,478,000 bus. Canada in 1904 produced 670,000 bus. and 781,000 bus. in 1905. For South America in 1904 the flax crop amounted to 42,442,000 bus. and in 1905, 35,133,000 bus. The European flax crop for 1904 was 22,393,000 bus. and in 1905 21,358,000 bus. The Asiatic crop for 1904 was 786,000 bus. and in 1905, 800,000 bus. The world crop for 1904 was 112,789,000 bus. and in 1905, 100,631,000 bus. of flax.

The experiments made during the last year disclose extensive adulterations in seeds, and we expect to continue these experiments indefinitely. The botanical section of the experiment station at Ames is making tests of clover seed and other grass and forage plants, in regard to their vitality and impurities. The department is receiving, daily, specimens for examination, and some of these samples contain the same weed seeds as found in clover and alfalfa last year, such as clover dodder and buckhorn. It is desirable that all farmers and implement dealers and others selling seed submit their seeds for examination. Seeds to be examined should be placed in a separate package and send to me at Ames, Iowa.—Professor L. H. Pammel.

The story that all seed in Toledo market is foreign is wrong, and should be stopped at once. There is no Canadian seed on the Toledo market now nor has there been this year. Their crop is shorter even than ours and but little exporting has been done. The only foreign seed that has been on this market has come from Germany and Italy and was graded above the average before it was accepted. Out of 126 samples of foreign seed furnished not one was accepted because of adulteration. Government figures will show that all foreign seed that has reached this market has been of A1 grade. Some time ago we were asked to furnish some samples of alfalfa. It was made plain that the samples were full of adulterants and were not for sale. Buyers of seeds were also told that there was very little good alfalfa on the market. Nearly all the dealers in Toledo have been asked to do the same thing and in this manner the word got out that the local seed market was in poor condition.—C. L. Burge.

I appreciate the Grain Dealers Journal. I take it as a good medium to bring the grain dealers more closely together.—W. G. Sweet, Royal Center, Ind.

When attending the National Corn Exposition make the Grain Dealers Journal office your headquarters. Have your mail come here, write your letters here and leave your parcels here. All regular dealers welcome.

Application for the Government Seed Test.

The seed laboratory of the U. S. Dept. of Agri. is making tests for purchasers of seed, as to mechanical purity of germination, as far as the limitations of the working force will allow. Usually a report can be made 4 days to a week after the sample has been received. Samples of seed for test shud be addressed "Seed Laboratory, U. S. Department of Agriculture, Washington, D. C.

The test for mechanical purity consists in determining the per cent of pure seed which the sample contains, i. e., the amount of red clover, alfalfa, orchard grass, timothy, or whatever the seed may be. In addition to this the amount of weed seeds present is determined and the names of the different weeds given so far as possible.

The test for germination is made by taking a certain number of the pure seed obtained in making the test for mechanical purity and germinating them to see what part of them will sprout. In this way the exact per cent that will grow is obtained.

Samples should weigh approximately as follows: Grasses, except as noted below, 1 ounce; clover and all seeds of similar size, 2 ounces; cereals, vetches, beet "balls," and all larger seeds, 4 ounces; rye grass, brome grass, sorghum, and millet, 2 ounces; all the smaller vegetable seeds, 1 ounce; all the large vegetable seeds, except beet "balls," 2 ounces.

Every sample sent to be tested shud be inclosed in a securely fastened strong package and be accompanied by the following statement: name under which seed was sold; name of seller; address of seller; price paid; when grown; where grown; name of sender; address of sender; and date.

No charge is made for testing.

Moisture Testing Apparatus Installed.

The Chicago Board of Trade has installed a six flask moisture testing apparatus which will be under the supervision of the Grain Sampling and Seed Inspection Dept. Any member of the Board dissatisfied with grading or desirous of determining the amount of moisture in grain may have the grain tested by submitting samples. Those requesting that the tests be made will stand the expense of the work altho the Grain Comite has not yet decided what the cost will be.

The apparatus is the same as is used by the Buro of Plant Industry, Dept. of Agri. and the same methods are employed. 100 grams of corn are poured into a flask containing about three ounces of oil. The oil is heated to 190 degrees centigrade and the moisture is driven out of the corn, condensed, and caught in a graduated receptacle denominating the per cent of moisture in the corn.

There are some gray haired skeptics on the Board who do not take kindly to the installation of the apparatus, and who are inclined to laugh at its utility but as a rule the members are glad to have an apparatus at hand from whose moisture decisions, there can be no need of appeal.

There is a tide in the affairs of wheat, which, taken at what seems to be the flood, frequently leads on to misfortune.

Now the United Kingdom is going to stop rebates. Who would have dreamed they were so wicked as to have the rebating system in the old country?—*Minneapolis Journal*.

A learned judge has decided that Winnipeggers do not believe in witchcraft. This is a strange decision considering the number of fairy tales they send east during grain growing time.—*Montreal Herald*.

A Modern Steel Grain Storage Elevator.

A million bushel steel storage elevator! What an expanse of time measures the interim between the small pyramidal and cone shaped mud and straw bins, in which Joseph stored the corn that perpetuated Egypt by cornering starvation, and the modern fire proof steel elevators such as represented in illustration.

The fotograf herewith reproduced is the million bus. steel elevator erected for the Independent Elevator Co. at Omaha, Neb., by the Minneapolis Steel & Machinery Co.

Each steel bin has a capacity of 125,000 bus. The bins are connected with the working house by belt conveyors, above and below them and may be simultaneously filled at the top and emptied at the bottom.



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Now is the time for

GRAIN MEN

to place their order for advertising novelties

Grain Conventions

will begin soon. Write us for samples and prices

S. D. CHILDS & COMPANY, Chicago



Coover's Dust Protector

Rubber Protector, \$2.00

Sent postpaid on receipt of price; or on trial to responsible parties. Has automatic valve and fine sponge.

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Head Office, Chicago, Ill.

CIFER CODES

Use a good Telegraph Cifer Code. Prevent Errors, Reduce the Cost of Sending Messages and Prevent Contents Becoming Known to Agents.

ROBINSON'S TELEGRAPH CIPHER CODE is used more extensively by the grain trade than all others combined. Well arranged, compact; can easily be carried in the pocket. Well printed on good paper. Bound in leather, \$2.00; cloth, \$1.50.

HAY AND GRAIN CIPHER CODE is for the use of hay receivers and shippers. Is well arranged, compact and well printed on good paper. Price, \$1.00.

A. B. C. INTERNATIONAL CODE is used more extensively in international trade than any other. Bound in cloth, 480 pages. Fourth edition, \$5.00. Fifth edition, 1,400 pages, \$7.00.

BALTIMORE EXPORT CABLE CODE, the latest, simplest and most popular code used in the export grain trade. Bound in leather, 152 pages. Price, \$8.00.

COMPANION CABLE CODE, a complete general code, with words from the official telegraph vocabulary. Bound in cloth, 144 pages. Price, \$5.00.

RIVERSIDE CODE, fifth edition, specially adapted for use of millers and flour dealers who do an export business. Bound in flexible leather covers, 228 pages. Price, \$3.00.

UNITED STATES CIPHER CODE, bound in cloth, 136 pages. Price, \$3.00.

AMERICAN SEED TRADE ASSN.'S CODE, well bound in either flexible or hard cloth covers, 124 pages. Price, \$2.00.

YOUR NAME in gilt letters stamped on front cover on any of above books for 25c extra.

For any of the above, address

GRAIN DEALERS JOURNAL

255 La Salle Street, Chicago, Ill.

A 24,000 Bu. Concrete Elevator.

The growing popularity of concrete in the construction of grain storage tanks and grain elevators is amazing, even to those blunderers who have attempted to erect concrete elevators without any previous experience in the construction of grain store houses. Concrete when properly reinforced gives absolutely fire proof storage. Those engineers who have had experience in this line of construction are gradually reducing the cost to a figure within the reach of country elevator men.

Illustrated herewith is a plant recently designed by C. M. Seckner of the Central Elevator Construction Co. The work house, containing dump, cleaner, engine and elevator leg, in this plant is constructed of wood; but it could readily be made of iron. Each of the eight concrete bins have storage capacity of 2,400 bus. Each of the interstices between the bins are divided into four small bins of 400 bus. capacity each, giving total storage capacity of 24,000 bus. The capacity can readily be increased or reduced by building more or fewer bins and extending conveyors to take grain to and from them.

The expense of keeping concrete bins in repair is a pittance compared with keeping wood houses in repair. The cost of insurance on the concrete plant is merely nominal and this saving would pay

interest on much more than the additional sum required to build concrete. The man with a concrete house has little fear that his business will be interrupted by fire. He does not worry over the probability of finding his plant intact on his return to business to-morrow morning.

Advertising should supplement, not supplant salesmen. Many sales have been clinched because "this is the machinery we have seen advertised."

The Grain Dealers National Fire Ins. Co. has moved into commodious quarters in the new building of the Indianapolis Board of Trade, where it now has 12,000 square feet on the 8th floor. The new and enlarged quarters are made necessary by the rapid increase in company's business. In its new quarters it will also have better and quicker telegraph service and long distance telephones.

Did it ever occur to thee friend, when reading the Grain Dealers Journal that the particular copy which you hold cost you only a few cents, hardly enuf to pay for the paper in it, and that the reason you can get so much good information for so little money, is because we have friends who believe in us, in the intelligence of our readers, and so they advertise in the columns of your Journal. Since you are the beneficiaries of the advertiser certainly it is only fair that you should patronize him. Advertisers usually deserve patronage, for as a rule only the best business houses can afford to advertise in a reputable Journal. When you buy from an advertiser in the Grain Dealers Journal you are as nearly sure as you ever can be that you will get a square deal.

Supply Trade

"One step won't take you very far;
You've got to keep on walking.
One word won't tell folks all you are;
You've got to keep on talking.
One inch won't make you very tall;
You've got to keep on growing.
One little 'ad.' won't do it all;
You've got to keep 'em going."

W. A. Jones is building an addition to his foundry, 40x60 feet, two stories high.

B. J. Alley, who has had six years' experience in the grain elevator insurance business in the Northwest, has accepted a position as inspector for that section for Grain Dealers National Mutual Fire Ins. Co.

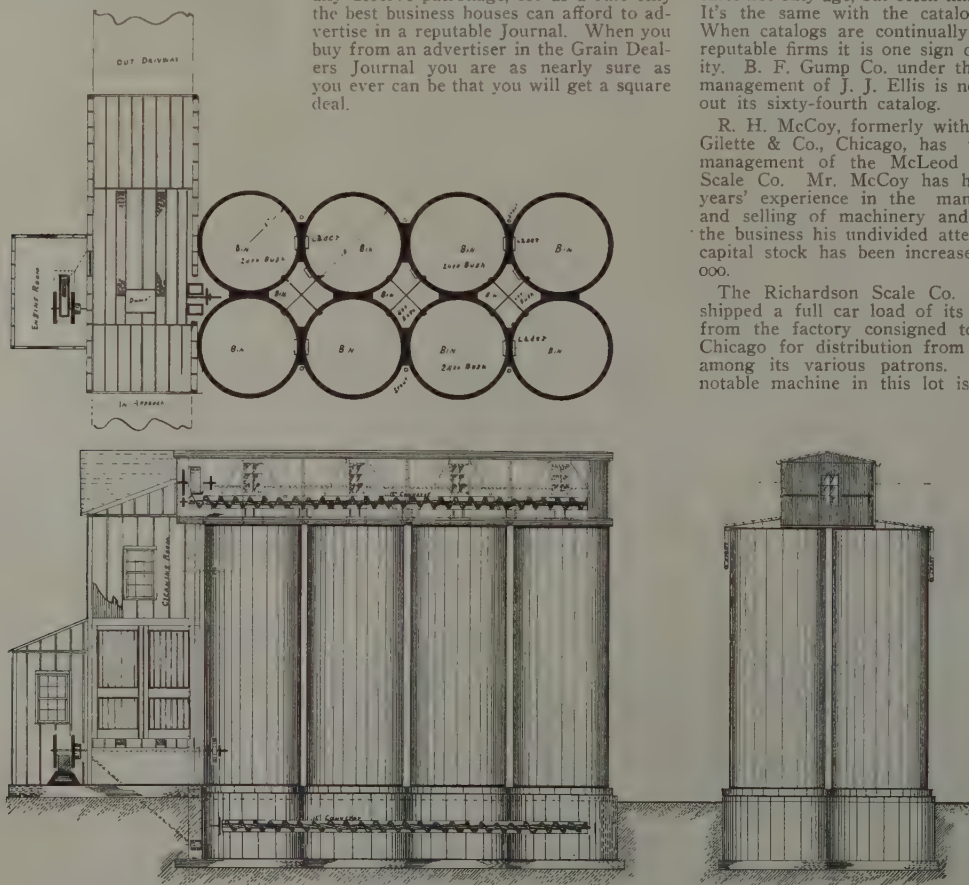
A grain envelope made of manila paper, opening at the end with an additional strip of manila pasted close to the end, under which is slipped a tin clasp that holds the flap securely has been patented by John B. Merkels, Chicago.

There were more New Era passenger elevators sold last year than at any time in the history of the Sidney Elevator Mfg. Co. Increasing business means merit, and the continued increase in the number of users of the New Era is proof positive that it is appreciated.

The volume number of a magazine indicates not only age, but often times success. It's the same with the catalog number. When catalogs are continually issued by reputable firms it is one sign of prosperity. B. F. Gump Co. under the splendid management of J. J. Ellis is now getting out its sixty-fourth catalog.

R. H. McCoy, formerly with Chas. W. Gillette & Co., Chicago, has taken the management of the McLeod Automatic Scale Co. Mr. McCoy has had twenty years' experience in the manufacturing and selling of machinery and will give the business his undivided attention. The capital stock has been increased to \$25,000.

The Richardson Scale Co. has just shipped a full car load of its machines from the factory consigned to itself at Chicago for distribution from this point among its various patrons. The most notable machine in this lot is one with



A 24,000-bu. Concrete Grain Elevator.

an 80 bu. hopper capacity of 12,000 bu. per hour, which is consigned to Washburn Crosby Co., Minneapolis.

The Chicago & North Western Railway Co. has begun condemnation proceedings on all property bounded by Madison, Lake, Canal and Clinton streets, Chicago, and will commence razing buildings about the first of April. Among the supply trade firms affected is B. F. Gump Co., Chicago Belting Co., branch office Witte Gas Engine Works and the Ohio Motor Co.

The purchaser of a gasoline engine did not waive the warranty by failure to render friendly assistance and co-operation in, and opportunity for, a test of the engine by the expert sent by the seller; the purchaser having before this rescinded the contract and returned the engine, as he had a right to do because of failure to seasonably send the expert, was recently decided by the Supreme Court of Wisconsin in the suit by Kohl against Bradley, Clark & Co., reported in 110 N. W. 265.

Under a contract for the sale of machinery under which the company buying it was to pay in 30 days from its installment, providing everything worked to the satisfaction of the officers of the company, the burden was on the seller to show by proof of the acceptance of the machinery that the company's obligation to make payments had matured, is a recent decision by the Supreme Court of Iowa in the suit of the Inman Mfg. Co. against the American Cereal Co., reported in 110 N. W. Rep. 287.

The Treasury Department's rule allowing a draw back on the exportation of pig iron which has been imported has been amended by canceling the last paragraph and substituting the following: In liquidation, the quantity of imported pig iron which may be taken as the basis for the allowance of drawback may equal the quantity used as declared in the drawback entry, but in no case shall it exceed 38.2 per cent of the weight of the imported pig iron contained in the exported castings, to which quantity may be added a sufficient quantity to compensate for loss in manufacture not to exceed 5.1 per cent of such weight.

Prices of all grain cleaning machines were advanced Jan. 1 and again Mar. 1 by the four leading builders on account of the increased cost of the material and labor. The list prices remain the same; but the discounts allowed, to users, millwrights and contractors, have been cut down 10 per cent at each reduction, so that a machine costing \$300 last year now costs \$360. This advance applies to scourers and oat clippers; and on packers the list price was advanced 10 per cent besides the cutting down of the discount. Lumber of the grade used in some machines costs twice as much as a year and a half ago, foundry iron is dearer and sheet metal has advanced and is almost impossible to obtain under several months' notice. The manufacturers are now working on so close a margin that a small reduction in the cost of material and labor will not enable them to reduce the cost of the product. Prices will remain as at present until the end of the year.

The increasing trade of the Mechanical Department of the Minneapolis Steel & Machinery Co. has made it imperative for it to add another large building of steel and brick construction to its already large plant. Only a few months ago it had to double the capacity of the foundry. When the new building is completed, the com-

pany will have a total of over 12 acres of floor space within a yard area of over 20 acres. A company of Minneapolis men has given to that city an enterprise which is adding a new chapter to Minneapolis fame in all parts of the country. From now on, whenever men think of suction gas producers and gas engines, steam engines or steel construction on a large scale, they will think of Minneapolis. In the short period of a year, since the company secured the right from Germany to build the Muenzel Gas Engine and Suction Gas Producer, it has installed over thirty plants and has orders in the shops for many more. The demand for this modern power plant has demonstrated beyond a doubt that the power users of the United States were glad to install a gas power plant which had passed the experimental stage and was ready to work from the start.

Fairbanks, Morse & Co. have obtained a reversal of the judgment of the district court of Harris County, Texas, in their suit to recover on a note for the purchase price of a gasoline engine, which the buyer, Fort Smith, alleged failed to meet the guaranty as to power developed. The Court of Civil Appeals of Texas held that where there was a breach of a warranty that a gasoline engine would develop 34 h.p. and would be suitable for pumping water to irrigate a crop of rice, the statute commenced to run against the buyer's right of action and counterclaim for damages when the engine was installed, and not subsequently, when consequential damages arose in the loss of his crop, without regard to when he discovered the breach, and though the seller, after installing the engine, undertook to render it effective." On the issue of the fitness of the engine the company contended, and adduced evidence tending to show, that the engine had the power and ran well when their agents installed it, and that if it thereafter failed to run properly it was due to the unskillfulness of the plaintiff and his agents in operating it; but the court held that this evidence was unnecessary, since, under the Texas statute the buyer should have made his claim within 2 years. The engine was installed Aug. 15, 1902, and Fairbanks, Morse & Co. did not bring suit on the promissory note for \$3,867 until Aug. 18, 1904.

The denatured alcohol bill passed the senate Mar. 1 by a vote of 65 to 1. The amendment requiring a government storekeeper to be present whenever alcohol is being manufactured had previously been defeated.

To relieve the present situation, which is bordering upon a wheat famine in many parts of Mexico, until this year's crop can be drawn upon, the duty on wheat will be reduced, from Feb. 15 to June 13, from \$3 to \$1.50 per 100 kilograms (from 68 to 34 cents United States currency per 100 pounds). This reduction of customs duties, permitting the importation of foreign wheat has been anxiously awaited to prevent any further advance in the price of this cereal. The price of native wheat here at present is \$16.50 to \$17 a carga (\$8.25 to \$8.50 United States currency, per 380.3 pounds). Owing to the excellent margin this price leaves over the present prevailing price in the United States, this district, with its numerous flour mills offers opportunities worthy of the immediate attention of American wheat exporters.—Consul V. L. Duhaime of Saltillo, Mex.

THE NEW ERA MAN LIFT



The original and only successful and reliable machine on the market. The very best money can buy.

The NEW ERA is the Safe Kind

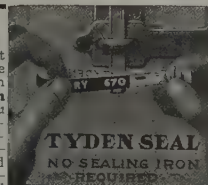
More of these machines sold than all other warehouse elevators combined. This proves their worth. Time and Labor Savers.

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SIDNEY, OHIO

ADVERTISE

your business and at the same time have protection. When you use **Tyden Car Seals** you know that protection to contents begins immediately after car is loaded and continues to destination. Each seal bears your name and is consecutively numbered. Think of the prestige your claim will have if you can show you sealed car yourself. Price, \$3.50 per 1000. Sample free.



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CHAS. J. WEBB, Gen'l Sales Agent
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Fumigate your Elevators and Mills with

FUMA

The only satisfactory method of treating grain in the bin; kills all insects, weevil, moths, etc.

10c per lb. in 50 lb. and 100 lb. drums.

Send for printed matter.

EDWARD R. TAYLOR,
Manufacturing Chemist Penn Yan, N.Y.

The F. R. Morris Grain Drier

When figuring on a grain drier don't forget to send for my catalogue. When received read the testimonials of the actual users. Then write any or all of them. I am contented to abide by what they will tell you, as every one now using the Morris Drier, have made a thorough investigation of all the driers on the market and have taken my drier in preference over all others.

F. R. MORRIS
51 Chamber of Commerce, MILWAUKEE, WIS.

Grain Carriers

Ice is heavier than last year in Lakes Huron, Superior and Erie.

An embargo on grain billed to West Albany, N. Y., to be held, has been placed by the Boston & Albany.

The construction of the proposed Hudson Bay railroad was warmly debated Mar. 14 in the Canadian senate.

The steamer Stone, which has held a cargo of 80,000 bus. of wheat all winter at Sandusky, O., is being unloaded to get at a leak.

Methods of ascertaining the cost of carriage are considered in a pamphlet by John B. Daish, reprinted from the *Green Bag* of March.

The Dominion Transportation Commission of Canada has ordered the Canadian Pacific and the Grand Trunk to reduce fares to 3c per mile.

John D. Rockefeller seems to have lately joined President Roosevelt in denouncing the management of railways for dishonest operation and finance.

In the Spokane rate case which is now before the Interstate Commerce Commission evidence is being taken on the valuation of the road as a basis of freight rates.

Other roads may discontinue construction for want of funds but the Chicago, Milwaukee & St. Paul will push work on its line from the Missouri River to the coast.

One of the largest cargoes of corn brot to Nashville, Tenn., in many years was unloaded recently by the steamer Electra from Evansville, Ind. The 8,000 2½-bu. bags were consigned to I. T. Rhea and S. S. Kerr.

When the reformers get railroad matters arranged to suit them, they will probably take up the problem of making the sun shine sixteen hours a day or pay a reciprocal demurrage tax on every hour's shortage.—*Burlington Hawkeye*.

At and east of Buffalo grain rates are unsatisfactory and the following committee of grain dealers will confer with the roads for a change: O. M. Mitchell, Yale Kneeland, E. Pfarrius, W. H. Smith, Fly Bernays, W. H. Kemp and J. G. Hagemeyer.

Charges for hauling private freight cars will be considered at a meeting of the roads Mar. 26, the roads having been informed by the Interstate Commerce Commission that this mileage must be filed in published tariffs the same as freight rates.

The Interstate Commerce Commission has discontinued the employment of stenographers to take testimony at hearings, and has contracted with one New York and one Washington firm to furnish copies of evidence at hearings to the Commission, complainant and defendant.

Tomlinson & Sullivan have established a Lake Superior agency for grain characters, with headquarters at Winnipeg, Man., and branches at Fort William and Port Arthur. G. A. Tomlinson of Duluth and Dennis Sullivan of Chicago compose the firm and are well known vessel agents.

Hearings scheduled by the Interstate Commerce Commission are, Apr. 8, at Topeka, Kan., the Farmers, Merchants and Shippers Club v. A., T. & S. F. R. R.;

Apr. 15, Portland, Ore., City of Spokane v. Northern Pacific; Apr. 17, Portland, Ore., Howard Mills Co. v. Missouri Pac. Ry.

The freight claim department of the Burlington at Chicago has been transferred from the traffic to the auditing departments, and all claims, tracers, over, short and damage reports, reconsignments and correspondence should be addressed to C. D. Bird, auditor of freight accounts, Chicago.

Relations of Common Carriers to the Grain Trade, which the Interstate Commerce Commission was directed by the Senate to inquire into, have been reported in Senate Document No. 278, a volume of more than 1,000 printed pages containing verbatim the testimony at hearings held between Oct. 15 and Nov. 23 at Chicago, Kansas City, Omaha, Des Moines, Milwaukee, Minneapolis and Duluth.

The common law right of individuals to complain to the courts against railroads for discrimination is said to have been taken away by the enactment of the interstate commerce law, according to the decision of the Supreme Court in the suit of the Texas Pacific Ry. against the cotton oil mills at Abilene and Cisco, Tex. Complaints of this character must be made to the Interstate Commerce Commission.

A schedule of railroad rates established by state authority is not unreasonably low as to a particular road because it will not enable the company to accumulate from its net earnings a sinking fund for the payment of its indebtedness, was the recent decision of the Federal Circuit Court of the Western District of Texas in the suit by the Houston & Texas Central Railroad Co. against Storey, reported in 149 Fed. Rep. 499.

On petition of 5 St. Louis grain firms Judge Adams of the United States circuit court has ordered the Missouri Pacific Ry. to appear in court Apr. 24 to defend its proposed grain rates, which are alleged to be discriminatory in favor of Kansas City, St. Joseph and Omaha. The plaintiffs are the F. P. Brockman Grain Co., Connor Bros. & Co., the Richardson Grain Co., the O. A. Orvis Grain & Sacking Co., and the W. L. Green Commission Co.

The Ohio Railroad Commission has asked the co-operation of the Interstate Commerce Commission to compel the Wheeling & Lake Erie and the Hocking Valley roads to pro-rate cars among coal operators, regardless of the ownership of the cars. The roads, in their application for an injunction restraining the enforcement of the state commission's order, allege interference with interstate commerce and a taking of property without due process of law.

There is one feature of the car question that we have not seen mentioned in the reciprocal demurrage bills now pending in the legislature of the different states. No provision is made for fining the railroad companies for delaying cars of grain at terminals when consignments are received by a commission man, and are sold and ordered delivered to buyers. Cars of grain or to be delivered within a reasonable length of time, not to exceed five days.—R. D. & S.

On anything involving corporate interests I invariably have found that 40 members of the United States senate are lined up with the corporations and 27 who have only private interests, are against

them. I have offered nine amendments on trust matters and eight of these were recommended by the Interstate Commerce Commission. All were tabled. When I went down to attend the last session they said they would table me also. I tell you this country is in the control of the corporations.—Senator La Follette.

Comprehensive plans for the improvement of inland waterways are to be considered by a commission on which President Roosevelt has requested the following to serve: Representative Theodore E. Burton of Ohio, chairman; Senator Francis G. Newlands of Nevada, Senator William Warner of Missouri, John H. Bankhead of Alabama, General Alexander MacKenzie, chief of engineers of the army; Dr. W. J. McGee, formerly in charge of the bureau of American ethnology and formerly president of the National Geographic Society; F. H. Newall, director of the reclamation service; Gifford Pinchot, chief of the bureau of forestry, and Herbert Knox Smith, commissioner of the bureau of corporations.

It takes an average of seven, and one-half years to obtain a decision in the United States supreme court in railroad cases. In one case, which I cited in the hearings before the senate committee in May, 1905, the Missouri Pacific had obtained a suspension of the Commission's ruling in 1893, so that the case might be reviewed by the highest courts, and it was not until 1903, or ten years later, that the supreme court passed on it. The court found that the ruling of the commission was just, but reversed the ruling because so much time had elapsed that in the nature of things it could not be ascertained from the record whether the railroad company now exacts the rates complained of as being discriminatory, and which it was the purpose of the suit to correct.—Judge Joseph H. Call.

A criticism applying to the demurrage laws of other states, has been made on the bill recently introduced in the Iowa legislature, by attorneys, to Geo. A. Wells, secy. of the Iowa Grain Dealers Ass'n. "It is thoroughly established that any regulation of interstate commerce by a state in the exercise of its police power must be a reasonable regulation. House File number 180 provides, among other things, that every railroad company shall furnish cars to shippers within three days after such cars are ordered, and if a railroad company fails to furnish cars within that time, it shall pay to the shipper who ordered them two dollars per car for each day or delay in furnishing the car. In a very recent case (decided in April of 1906) the supreme court of the United States held the reciprocal demurrage law which was enacted by the state of Texas to be unconstitutional as to interstate shipments. Among the reasons given by the court in its opinion was the point that it was unreasonable to require the railroad company to pay the shipper a certain amount per day for delay in furnishing cars. Suppose a car is delivered to a shipper at a time later than the time required by law and the shipper loads the car with grain consigned to Chicago, and suppose the market goes up. The delay of the railroad company in furnishing the car has increased the shipper's profit; and yet the Texas law (and the same is true of House File number 180) would require the railroad company to pay the shipper damages (demurrage) when he has not been damaged. The Supreme Court of the United States said, in the case before referred to, that it

was not a reasonable police regulation to require a railroad company to pay damages to a shipper who had not been damaged, and that the Texas law was therefore invalid. It is our opinion that House File number 180 if enacted into law would be held invalid for the same reason."

Only Rate in Published Tariff Can Be Collected.

Since the Ohio State Grain Dealers Convention held at Columbus last fall, correspondence has been going on between Mr. H. S. Grimes, of Portsmouth, O., and Mr. E. E. Clark, of the Interstate Commerce Commission, of Washington, D. C., relative to a question that was brot before the Ohio State Ass'n as to whether or not the railroads could be held responsible if freight quotations were made by their officers to a shipper when these quotations varied from their tariff rate. According to the recent railroad laws it would be necessary (in fact, obligatory) on the part of the railroads to collect the tariff rate regardless of any rate that had been quoted. Therefore, if a shipper based a sale upon the rate quoted by a railroad official and the tariff rate should be higher, the result would be a loss to the shipper of the difference between these two rates.

The dealers at the Columbus meeting were of the emphatic opinion that there should be some recourse, and for that reason the matter was taken up. The result shows there is no recourse, unless by litigation, as to refund the difference a railroad would be subjecting itself to the usual fine for rebates.

We publish herewith the latest communication received by Mr. Grimes from Mr. Clark, which is self-explanatory. It is only a question of time when all freight rates will be so adjusted that there will be no occasion for an error of any kind on the part of railroad officers in quoting rates, although it may take six months or more to accomplish this. The letter is as follows:

"Washington, D. C., March 18th, 1907.
Mr. H. S. Grimes,
Grain Dealers' National Ass'n.,
Portsmouth, O.

Dear Sir:—

I have your esteemed favors of the 8th and 12th instant, the latter enclosing a letter to you of March 11th from Mr. H. L. Goemann, formerly president of your association.

I am not insensible to the embarrassments and annoyances that come to shippers under the present condition of transportation and of railroad tariffs. The facts are that in years gone by the railroads have been "getting the business" and have been "protecting the rate" of all competitors regardless of what rates were quoted in their own tariffs. Claims of overcharge were readily adjusted if it was shown that a lower rate was available by some other route or gateway. The result of those practices was naturally neglect of tariffs; and when the new law became effective and people realized that it was going to be enforced, an enormous amount of work was necessary in order to get the tariffs and practices in line. All that it has been possible to do by employing all available tariff and rate clerks and by taxing the facilities of the printing offices is being done to improve the character of tariffs and to eliminate the many inconsistencies and inaccuracies which they contained. The Commission has issued regulations relative to construction and filing of tariffs, which will make far greater simplicity and clearness and which will go far to improve conditions.

I am sure you realize that if this Commission should issue any ruling or decision that would permit a carrier to protect a rate erroneously quoted by one of its agents, which rate was lower than that carrier's published tariff rate, it would simply be the widest license for rebates.

We are doing all that we consistently

and lawfully can do to assist in bringing about the desired conditions, with the least possible inconveniences and embarrassments to shippers, but under no circumstances can we adopt a ruling that would nullify a substantive provision of the law for that would have the effect of legalizing the very things that the law reprehends and prohibits.

We are trying to impress upon traffic officials of the railroads the importance of having their representatives and agents quote rates accurately and correctly and give correct and proper routing to shipments. Some further administrative rulings are contemplated in the immediate future which we think will assist in this direction.

Attention is called to the fact that the Supreme Court of the United States some time ago decided that a carrier must charge and collect its tariff rate, even tho by error or intent some agent or representative has quoted a lower rate.

I do not want to be understood as encouraging litigation. I hope that we will soon have conditions and practices that will obviate the necessity for any of it; but in the event of a shipper meeting a loss as a result of a contract made with him by a representative of a carrier for shipments under a rate lower than the carrier can lawfully accept, I cannot help but feel that it is a question for decision at the hands of a court in equity, and not for this Commission.

Very truly yours,
(Signed) E. E. CLARK,
Commissioner."

Railroads May Discriminate When No Injustice Is Done—Water Competition Recognized.

Shipper at Sioux Center, Iowa, applied to Agent of Great Northern Ry. for rate to Crookston, Minn., and was advised that the Duluth rate would apply. The railroad company refused to protect the rate. The matter was referred to Interstate Commerce Commission and you will note the general ideas expressed in letter below regarding the question of discrimination and the recognition of water competition.

Washington, Jan. 16, 1907.

Mr. Geo. A. Wells,
Sec'y Iowa Grain Dealers Association,
Des Moines, Iowa.

Dear Sir: Answering yours of the 18th ultimo, I enclose herewith copy of memorandum made up by our Auditor from the tariffs on file here from which it will be seen that in mileage the distance from Sioux Center, Iowa, to Duluth, via Wilmar, is 378, and from Sioux Center to Crookston 408 miles. The rates on corn, oats and feed from Sioux Center to Crookston are 20 cents per hundred pounds having been reduced from 21½ cents on Jan. 11th. The rate on same commodities to Duluth is 16½ cents per hundred pounds. The courts have decided that where competition and especially water competition, necessitates lower rates for a longer haul it is not unjust discrimination to apply such lower rates. Most of the grain that goes to Duluth is for shipment via the Lakes and on such a shipment the rates are generally lower than to intermediate points where water competition does not exist. The law prohibits unjust discrimination; it requires like charge for like and contemporaneous service. The Supreme Court has decided that railroads may discriminate so long as the discrimination is not unjust and have held that where competition enters into the situation the service is not substantially similar, that is, that shipments to Crookston are not under substantially the same conditions as shipments to Duluth that are to go farther via water carriers.

If there is any further information we can furnish in this connection we are at your service.

Yours truly,
E. E. Clark,
Commissioner.

Indiana has passed bucketshop law. Large bucketshop has its home office in Indiana, and fought the bill with wine, women and money. They will have to move on to some other state, if the law is enforced. National law would put them out of business.—C. A. King & Co.

The Humphrey Employe's Elevator



For eighteen years it has been the standard Elevator for Grain Elevators and Mills.

The simplest and most reliable lift for Grain Elevators that can be devised.

Let me send you catalog and quote prices.

S. K. HUMPHREY
640 Exchange Bldg.
BOSTON, MASS.

Supreme Court Decisions

Telegraf.—No stipulation on the back of a message can relieve a telegraf company from negligence.—*Walker v. Western Union Tel. Co.* Supreme Court of South Carolina. 56 S. E. 38.

Combination.—Men have an absolute right to act in voluntary combination in respect to contracting or refraining from contracting, however immoral their motives may be.—*Alfred W. Booth & Bro. v. Burgess.* Court of Chancery of New Jersey. 65 Atl. 226.

A Carrier is not required to hold for a whole week a large number of cars for a single shipper without knowing on what day of the week or on what hour of the day a single car may be needed.—*Di Giorgio Importing & Steamship Co. v. Pennsylvania R. Co.* Court of Appeals of Maryland. 65 Atl. 425.

Negotiability of Carrier-Warehouseman's Receipt.—The carrier, who deposits the goods carried in a warehouse for safekeeping, in time incurs the liability of a warehouseman, and from that point of view the warehouseman's receipt is negotiable.—*Wm. T. Hardie & Co. v. Vicksburg S. & P. Rty. Co.* Supreme Court of Louisiana. 42 South. 793.

Arbitration.—The omission from the appraisalment and award of arbitrators of one of the items in controversy between the parties, within the terms of their submission, no misconduct being imputed to the arbitrators, cannot, at law, be shown by parol.—*Kaplan v. Niagara Fire Ins. Co.* Court of Errors and Appeals of New Jersey. 63 Atl. 188.

Crop Lien.—A clause in a lease attempting to create a lien on the crops to be raised on the leased premises for the payment of rent reserved is ineffectual to create either a legal or an equitable lien on the crops grown thereafter on the leased premises.—*Brown v. Nelson.* 61 Neb. 765, followed and approved.—*Thostesen v. Dorse.* Supreme Court of Nebraska. 110 N. W. Rep. 567.

Defective Car Door.—That a railway employee was notified that the door of a freight car in its use was in bad condition, and that the company did nothing to remedy the defect until after plaintiff was injured thereby, was sufficient to show negligence of the company in not discovering and repairing the defect.—*Ladd v. New York, N. H. & H. R. R. Co.* Supreme Judicial Court of Massachusetts. Suffolk. 79 N. E. 742.

Sale of Crop.—Where defendant contracted to purchase from plaintiff all the corn that plaintiff might raise during a certain year, and a time was fixed for the planting, though the corn was not planted at that time, but on another day suggested by plaintiff and agreed to by defendant, the change in the date was no defense to an action for damages for failure to accept and pay for the corn.—*Pancoast v. Vail.* Superior Court of Delaware. 65 Atl. 512.

Seed Warranty.—Where, in an action for breach of warranty of variety of seed wheat sold, the seller denied the making of the warranty, and the evidence showed that he had only a different variety of wheat for sale, evidence that he sold wheat during the same season to third persons, and warranted it to be of the variety warranted to plaintiff, was admissible as bearing on the fact in issue.—*Moody v. Peirano.* Court of Appeal, First District California. 88 Pac. 380.

Embezzlement of Wheat.—To sustain an attachment in an action for the embezzlement of a quantity of wheat bought by an agent for his principal on an affidavit averring that the agent embezzled the property of his principal, the principal has the burden of proving that he owned the wheat alleged to have been embezzled, and that

the agent appropriated the same to his own use without the consent of the principal, and with the intention of depriving him of his property.—*R. C. Stone Milling Co. v. McWilliams.* St. Louis Court of Appeals, Missouri. 98 S. W. 828.

Carrier's Liability as Warehouseman.—Goods arrived at their destination early Friday morning. The carrier gave notice of their arrival to the consignee before noon of that day. The consignee had the rest of the day and the whole of the following day in which to remove them, and he failed to do so. Held, in the absence of other facts, that the consignee did not remove the goods within a reasonable time, and the liability of the carrier thereafter was the liability of a warehouseman only.—*United Fruit Co. v. New York & E. Trans. Co.* Court of Appeals of Maryland. 65 Atl. 415.

"Ringing Trades."—The settlement of the obligations of future delivery contracts by set-off and by ringing off and by paying the differences according to the rules and practice of the Board of Trade of Chicago is not unlawful. The intention of the parties to such contracts to discharge their obligations under them as far as possible by set-off and by ringing off in this way, and to receive or to deliver only that portion of the contracted commodities for which they may be unable to settle in that way, is not illegal, and does not render the contracts or transactions wagers or void.—*Board of Trade v. Christy Grain & Stock Co.* 25 Sup. Ct. 637.—*Cleage v. Laidley.* Circuit Court of Appeals, 8th Circuit. 149 Fed. 346.

Bucket-shop.—Where the contract for the purchase and sale of grain on margins contained a notice that the transaction was subject to the rules of the board of trade in a city where the delivery was to be made, and that the brokers agreed to receive all property sold to them, and to deliver all property purchased from them, and that the trades were made with such understanding, the probative value of such provision to establish that the transactions were no mere gambling transactions in futures was destroyed by the broker's admissions that he was running a bucket shop, that all the deals were for future delivery, and were closed out and settled for before the dates fixed in the contract for the delivery of the property, and that in no instance was delivery in fact made, etc.—*Saunders v. Baker.* Kansas City Court of Appeals, Missouri. 99 S. W. 51.

Reconsignment Charge on Hay.—Defendant railroad company, on shipments of hay to southeastern points from East St. Louis, made a charge of two cents per 100 pounds above the rates charged from Ohio river points on all hay which was not unloaded into a warehouse at East St. Louis from the cars in which it was there received, whether such hay was consigned to that point or billed thru to points of final destination, while on all hay so unloaded into a warehouse the additional charge was four cents. Plaintiff owned warehouses in East St. Louis from which it loaded and shipped hay to southeastern points over defendant's road and was required to pay thereon the four-cent charge. Held, on the evidence, that an additional charge of one cent per 100 pounds for hay loaded from warehouses would cover the difference in the expense to defendant, and the charge made was to the extent of the excess above that unjust and unreasonable, and that plaintiff was entitled to recover the amount of such excess charges paid.—*St. Louis Hay & Grain Co. v. Southern Ry. Co.* Circuit Court E. D. Illinois. 149 Fed. 609.

Intention to Deliver.—The legal presumption is that parties to contracts valid on their faces intend in good faith to perform them. One who would avoid his contracts and escape their obligations by his own wrong should establish it by clear proof. A speculator dealt in about 14,000,000 bus. of grain, and less than 2 per cent of it was delivered. He made contracts valid on their faces for the purchase of grain for future delivery thru brokers who were members, respectively, of the Board of Trade of Chicago or of the Merchants Exchange of St. Louis and became indebted to them for

balances of account. He testified that he did not intend to deliver or to receive any grain under his contracts unless forced to do so in order to prevent his contracts from being closed out under the rules of the board or the exchange. Held, this evidence did not establish an illegal intention, because it did not disclose a purpose to settle the obligations of his contracts by paying to, or receiving from, the other parties thereto the differences between the contract prices and the market prices at the times of delivery, but it was consonant with an intention to settle the obligations of his contracts as far as possible by set-off and by ringing off and by the payment of differences in accordance with the rules of the board and to deliver and receive that portion of the contracted grain for which he could not thus settle, and this was not an unlawful intention, and did not render the transactions wagers or void.—*Cleage v. Laidley.* Circuit Court of Appeals, 8th Circuit. 149 Fed. 346.

Sale on Sight Draft Terms.—An appellate court decision was given recently at Chicago in the suit of A. B. & Co. v. McGuire Milling Co., in which the First National Bank of Hiawatha, Kan., interpleaded. In October, 1906, the McGuire Milling Co. shipped a carload of flour under a contract it had with A. B. & Co. This car was shipped by the milling company to its own order with directions to notify A. B. & Co. The day after the flour was shipped the Milling Company drew its sight draft on A. B. & Co. to the order of the First National Bank of Hiawatha, and attached to the draft the B/L endorsed in blank and this with other items of deposit was deposited in the usual course of business with the First National Bank of Hiawatha where the items were credited to the Milling Company. The draft with B/L attached was forwarded to the Chicago correspondent of the bank for collection and was not paid. A. B. & Co. attached the flour in a controversy which they were having with the milling company over the quality of flour theretofore shipped by the milling company to A. B. & Co. The bank filed an interplea claiming title to the flour. The circuit court decided that the flour was the property of the milling company and as such could be attached for a debt of the milling company on the theory that the bank was acting for the milling company merely as a collecting agent. The appellate court revised this finding and finds that the title to the flour was in the bank and that the bank could hold it against the world.

Elevators for Hard Coal.

BY A. L. D.

Two coal elevators recently erected at Plainfield, Ill., were built for handling hard coal only. The houses are of cribbed construction, and practically on the same plan as a grain elevator. The bins are much larger, and of course the house is of heavier construction than the ordinary grain elevator. Coal is emptied from cars at the foot of elevator, and from there elevated and spouted into bins.

The driveway is thru the center of the house and on ground level. The bins have hoppers bottoms, are about 10 feet above ground, and so arranged that a wagon can drive under one, and be easily filled. The first floor of elevator can be used for storage of coal if necessary, or anything else the owner may desire. The elevators are a success, and would seem to be ideal way to handle hard coal.

The Rice Ass'n of America has vigorously protested against a reduction on tariff of Philippine rice and has taken steps to oppose any reciprocal action that Congress might take.

BY USING A

**The Simplest, Most Durable Weigh
on the Market.**

—LA ROSE GRAIN CO., La Rose, Ill.

CHICAGO 1112 Rector Building.



AFFIDAVIT

VS
R. R. TRACK SCALES

The results were as follows:—

Variation 20 lbs.

T. H. Powers
Agent for A. B. Payne & Vinton, O.
J. L. Bowler.

Signed and sworn to before me this 16th day of June, 1906

M. M. Rock Justice of the Peace
In and for Champaign Co. Ill.

—Automatic Grain Weigher for the Country Elevators—

For further information address

AMERICAN GRAIN METER CO., Springfield, Ohio

Great Western Mfg. Co., Kansas City
Allen P. Ely & Co., . . Omaha
Brown & Varney, . . Cincinnati
Maheu & Coyle, . . St. Louis, Mo.

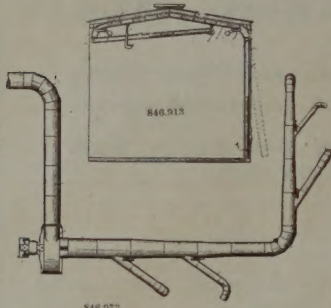
J. R. Detweiler, Chicago
Robert Craig, Minneapolis
Wm. Robinson, Des Moines
Thos. McFeely, . . Philadelphia, Pa.

The Howe Scale Co. of Illinois, Cleveland, Ohio

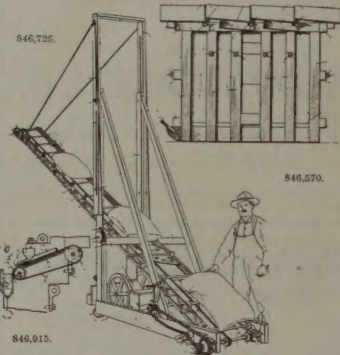
Patents Granted

Gas Engine. No. 846,897. Reuben B. Benjamin, Chicago, Ill.

Air and Gas Valve for Engines. No. 847,086. Hugo Lentz, Berlin, Germany.



846,915



846,730

846,570

Igniter for Explosion Engines. No. 847,296. Henry C. Royer, Terminal Island, Cal.

Starting Crank for Explosion Engines. No. 846,698. Anton Schlueter, Munich, Germany.

Reversing Mechanism for Explosive Engines. No. 846,487. Leon M. J. C. Levassieur, Puteaux, France.

Explosive Engine Valve Controller. No. 846,730. George Cormack, Jr., and Frederick C. Zumdahl, Rockford, Ill.

Explosion Engine. No. 846,508. Sidney A. Reeve, Worcester, Mass., assignor to Chas. F. Brown, trustee, Reading, Mass.

Feed Governor for Oil Engines. No. 846,471. Franklin G. Hobart, Beloit, Wis., assignor to Fairbanks, Morse & Co., Chicago, Ill.

Spark Ignition System. No. 846,809. Richard Varley, Englewood, N. J., and Archibald D. Scott, Providence, R. I., assignors to the Autocoil Co. of New Jersey.

Grain Bin. No. 846,570. (see cut). Oliver Kelsey, Connell, Wash. The receptacle has projecting pins on the outside on opposite sides, a removable cover, cleats secured to the cover adjacent opposite edges thereof and slidable lengthwise under the pins, the ends of the cleats being recessed to receive the pins.

Portable Elevator. No. 846,725. (see cut) Frank H. and Fred H. Brown, Col-

fax, Wash. An endless sack conveyor is carried by an elevator frame pivotally mounted on a base frame. A sprocket chain is secured to axles of wheels running on tracks on the inclined frame, an endless belt being mounted between the axles and sprocket chains.

Dust Collecting System. No. 846,973. (see cut) Wm. E. Allington, Saginaw, Mich. This invention is a bend or elbow of peculiar form to connect the straight sections of a dust collector system, the elbow being of transverse sectional area in excess of the area of the straight sections wherewith it communicates, and of cross-section ovate in configuration with its major axis transverse to the plane of the elbow.

Apparatus for Cleaning and Separating Seeds. No. 846,915. (see cut) Frederick M. Dossor, Doncaster, Eng. A series of inclined endless aprons of rough fabric, arranged in steps, are driven upwardly and rearwardly under a series of hoppers arranged at the front and lower ends of the belts, the hoppers being provided internally with inclined projections covered with rough fabric.

Grain Car Door. No. 846,913. (see cut) Boyd Daugherty, Chicago, Ill. The side edges of the door are composed of channel bars pivoted toward their upper ends and free to swing inwardly and outwardly from the car. The closure of the door is increased and decreased at will by a series of board sections removably fitting between the channel bars. When the door is in a vertical position the door channel bars register with the roof channel bars.

Box Car 2323.

Pat had helped about the elevator long enuf to gain admission to the inner office without feeling that he was out of place. One cold day he was in hugging the stove when the telephone bell rang again and again. As the bookkeeper did not return Pat felt it his duty to learn what was wanted. He took down the receiver and placed his mouth to the receiver just as he had seen others do and called "Hillo!"

"Is this 2323?" asked a voice.

"Aw, g'wan! Phwat d'ye thing Oi am—a box car?"

Grading Seed Corn For The Planter.

When using the improved edge-crop seed corn planter it is found that the number of kernels to the hill will vary on account of the difference in the size of the kernels. The butt kernels can not enter a cell of the proper size for the average, thus accumulating kernels in the hopper, keeping back the good grains.

An examination of seed corn by the Iowa State College showed a variation in one variety alone of 7-64 to 17-64 in thickness, 8-64 to 28-64 in width, and 28-64 to 36-64 in length. With a mixture of these different sized kernels it is impossible to secure a uniform number of stalks per hill.

The sorting of seed corn into different lots according to thickness is usually done by hand, the machines are being placed on the market for doing the work more quickly. Hand work is possible when the ears are shelled separately. When corn has all been shelled together from the crib a machine must be used. The machine should be one that grades the corn on edge as it enters the edge plates of the planters on edge.

Grain Dealers Meet at Tuscola.

The local division of the Illinois Grain Dealers Ass'n held a meeting at Tuscola, March 13, which will long be remembered by those so fortunate as to attend.

Tom Abrams invited all the dealers to his home for a luncheon, which was enjoyed very much.

The usual order of the proceedings was abruptly interrupted by the caning of Uncle Jake P. Woolford of Galton, who has served the local ass'n as chairman for nine years. In presenting a handsome goldheaded cane Secy. S. W. Strong of the State Ass'n said:

The Caning of Uncle Jake.

There is in every community, company, and organization of men, some who, zealously, earnestly, and with only a generous desire for the general good, devote themselves ardently to things which make for good feeling and harmony among those, who, to a certain extent, find that their interests conflict.

These men, built on nature's widest plan, of large heart, good judgment, kindly disposition, move among their fellows with a word of advice here, an admonition or suggestion there, smooth away many of the jars and misunderstandings which constantly arise in business.

At times these men so impress themselves upon their fellows by their unselfish efforts, that some more definite form of making known to them the appreciation of their friends is desired; and so it comes about, as to-night, we meet together to express our appreciation of one of these.

In this community, a member of this Local Association of Grain Dealers, is one, who, in season and out of season, without question, never asking for reward, nor looking for it, has devoted his best efforts at all times for the good of all.

We all know him, we respect him, we honor him. To me has been delegated the pleasant duty, on behalf of the grain dealers, of Tuscola and Mattoon Local Division of the I. G. D. A., of presenting, as an appreciation of their regard, as an evidence of their high esteem, and with many wishes for your welfare, this token, Uncle Jake. And while we know there are many good fellows in the world, there is only one Uncle Jake. And may it be a reminder of "the boys," and a stay and support to you always.

The Only Grain Dealers Insurance Company

is the



It is composed of grain dealers, managed for grain dealers and makes a specialty of grain dealers insurance.

It is the only mutual company devoted exclusively to the interests of elevator owners.

It spends more money to improve the business and makes a lower cost.

It is the only company to give special credit for care of property.

For particulars write

Secretary C. A. McCOTTER
INDIANAPOLIS, IND.

Fire Insurance Companies

Established 1889

Indiana Millers Mutual Fire Insurance Company

OF INDIANAPOLIS, IND.

MILLS AND ELEVATORS ONLY

Purely Mutual

E. E. PERRY, Secretary

Elevator and Grain Insurance

THE OLD RELIABLE

Michigan Millers' Mutual Fire Insurance Co.

OF LANSING, MICH.

Assets - - -	\$1,898,142.34
Losses Paid - -	1,766,407.89
Net Cash Assets -	367,263.93

MILLERS MUTUAL FIRE INSURANCE ASSOCIATION OF ILLINOIS

ALTON, ILLINOIS.

Wrote \$5,348,463.75 Insurance last year.
Paid \$110,724.14 in losses last year.
Added \$24,230.30 to surplus last year.
Assessed only 45% of basis rates last year.

If you want the best of Insurance at the lowest cost, write to us.

Insurance in force, -	\$10,158,139.43
Face value of notes, -	1,451,877.89
Cash Assets, - - -	300,148.96

D. R. SPARKS, Prest. A. R. McKINNEY, Sec.
Chicago Agent: M. W. Fugitt, 740 National Life Bldg.

Grain Shippers Mutual Fire Insurance Association of IDA GROVE, IOWA

Risks in force, Fire and Lightning.....	\$5,450,000
Risks in force, Tornado.....	1,010,000
Admitted Ledger Assets.....	\$16,478.39
Six Months' Assessment in course of collection, over.....	25,000.00

Total Amount Assets Available for the payment of losses.....\$41,478.39

Fire and Lightning Cost for Current Year Only 80 per cent of the rate.
Tornado Cost for Past Five Years Only 50 per cent of the rate.

F. D. BABCOCK, Secy.

ORGANIZED 1883

The Western Millers Mutual Fire Insurance Company

KANSAS CITY, MO.

CHAS. H. RIDGWAY, Secretary

SAFE INDEMNITY

Flour Mills, Elevators, Warehouses and contents,

MILL OWNERS MUTUAL FIRE INSURANCE COMPANY

DES MOINES, IOWA

Insures Flour Mills, Elevators and Warehouses at actual cost.

Net Cash Assets \$218,020.94.

Losses Paid \$1,179,097.88.

Saved to Policy Holders \$1,622,157.48.

Organized 1875. J. G. SHARP, Secretary.

31 YEARS

Practical Experience

In insuring Flour Mills, Grain Elevators and their contents proves it to be possible to save policy holders at least 50 per cent of the old-line rates and to accumulate for their absolute protection against all possible contingencies a net cash surplus of \$848,660.89. This has been the experience of the

Millers' National Insurance Co.

And it confidently expects to beat this record in the future, because the income from its surplus fund goes a long way toward paying its expenses, and with this fund limited to a maximum of 2½ per cent of the amount at risk, assessments will not be needed to increase the surplus. The total amount of risk January 1st was \$35,862,820, of which over \$13,000,000 was on grain elevators and contents. The surplus over all liabilities, including premium notes, was \$4,429,866.

If You Want Insurance at Cost, with Absolutely Unquestioned Indemnity, write the

Millers' National Insurance Co.

205 LaSalle St., Chicago, Ill.

A J A X

Highest Quality Long Fibre Manila Transmission Rope

Strongest

Safest

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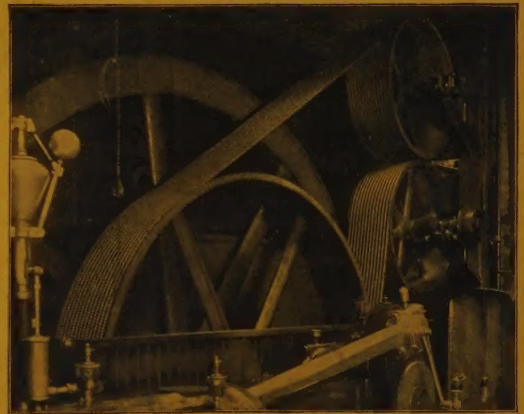
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